LOCAL NOTICE TO MARINERS

U.S. Department of Homeland Security United States Coast Guard

WEEKLY EDITION

August 19, 2003

Issued by:
Commander, Seventh Coast Guard District
909 SE 1st Avenue, Miami, Florida 33131-3050
Telephone (305) 415-6730
Fax (305) 415-6757
Office hours 7:30 a.m. - 4:00 p.m., M-F

BROADCAST NOTICE TO MARINERS

Navigation information having been of immediate concern to the Mariner, and promulgated by the following broadcasts, has been incorporated in this notice when still effective:

- CCGD7 (D7) BNM 824-03 to 843-03
- GROUP CHARLESTON (CHA) BNM 224-03 to 235-03
- GROUP MAYPORT (MAY) BNM 448-03 to 458-03
- GROUP MIAMI (MIA) BNM 412-03 to 424-03
- GROUP KEY WEST (KEY) BNM 145-03 to 145-03
- GROUP ST. PETERSBURG (STP) BNM 995-03 to 1026-03
- SAN JUAN GANTSEC (GAN) BNM 223-03 to 226-03

NOTES: (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity, mariners should proceed with caution.
(2) The Local Notice to Mariners consists of a Monthly Edition and Weekly Supplemental. The Monthly Edition should be maintained as a reference. Recurring information is published only once a month.
(3) To change your mailing address, start or discontinue receiving this publication, please call (305) 415-6730 or Email to **d7lnm@uscg.mil**

REFERENCES: Light List, Vol. III, Atlantic and Gulf Coasts, 2003 Edition (COMDTPUB P16502.3).
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).
U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico and Virgin Islands 2003 (30th Edition).

The Local Notice to Mariners is available online at:
http://www.navcen.uscg.gov/lnm/d7

The United States Coast Guard Navigation Information Service (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: http://www.navcen.uscg.gov/gps/status/default.htm. In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, Email: webmaster@smtp.navcen.uscg.mil, or on the World Wide Web at: http://www.navcen.uscg.gov

REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

ABBREVIATION DEFINITIONS

ACOE - Army Corps of Engineers
AICW - Atlantic Intracoastal Waterway
BKW - Breakwater
BNM - Broadcast Notice to Mariner
CHA - Charleston, SC
CGD07 - Coast Guard District Seven
C/O - Cut Off
CONSTR - Construction
CONST - Construction
DBD/DAYBD - Dayboard
DBN IMCH - Daybeacon Improper Characteristic
DMGD - Daybeacon Damaged
EVAL - Evaluation
FL - Flashing
GAN - San Juan, PR
HAZ - Hazard to Navigation
HOR - Horizontal Clearance
IMPCHA - Improper Characteristics
INOP - Not Operating
KBG - Refer to Light List (Pg. xv)
KBR - Refer to Light List (Pg. xv)
KBW - Refer to Light List (Pg. xv)
KGB - Refer to Light List (Pg. xv)
KGR - Refer to Light List (Pg. xv)
KGW - Refer to Light List (Pg. xv)
KRB - Refer to Light List (Pg. xvi)
KRG - Refer to Light List (Pg. xvi)
KRW - Refer to Light List (Pg. xvi)
KWB-I - Refer to Light List (Pg. xvi)
KWG-I - Refer to Light List (Pg. xvi)
KWR-I - Refer to Light List (Pg. xvi)
LB - Lighted Buoy
LGB - Lighted Gong Buoy
LNM - Local Notice to Mariners
LT CONT - Light Continuous
MAY - Mayport, FL
MISS - Missing
MR-I - Refer to Light List (Pg. xvi)
NB - Refer to Light List (Pg. xvi)
ND - Refer to Light List (Pg. xvi)
NIMA - National Imagery and Mapping Agency
NO - Number
NR - Refer to Light List (Pg. xvi)
NW - Notice Writer
OBSCU - Obscured
OBSTR - Obstruction
RBN - Radio Beacon
RECOVERED - Aid Recovered
REDINT - Reduced Intensity
RELIGHTED - Aid Relighted
RESET ON STATION - Aid Reset on Station
RIV - River
SG - Green Square on pile
SHL - Shoaling
STP - St. Petersburg, FL
STM - Statue Mile
TRLB - Temporarily Replaced by Lighted Buoy
TR-TY - Red Triangle with Yellow Triangle on pile

ADRIFT - Buoy Adrift
B - Buoy
B - Refer to Light List (Pg. xiv)
CG - Refer to Light List (Pg. xv)
CHAN - Channel
CR - Refer to Light List (Pg. xv)
CONT - Contour
CRK - Creek
DBN - Daybeacon
DBN/DEST - Daybeacon Destroyed
DISCON - Discontinued
EST - Established Aid
EXT - Extinguished
F/S - Fog Signal
GICW - Gulf Intracoastal Waterway
HBR - Harbor
HT - Height
INL - Inlet
ISL - Islet
KBG-I - Refer to Light List (Pg. xv)
KBR-I - Refer to Light List (Pg. xv)
KEY - Key West, FL
KGB-I - Refer to Light List (Pg. xv)
KGR-I - Refer to Light List (Pg. xv)
KGW-I - Refer to Light List (Pg. xvi)
KRB-I - Refer to Light List (Pg. xvi)
KRG-I - Refer to Light List (Pg. xvi)
KWB - Refer to Light List (Pg. xvi)
KWG - Refer to Light List (Pg. xvi)
KWR - Refer to Light List (Pg. xvi)
LAT - Latitude
LBB - Lighted Bell Buoy
LONG - Longitude
LT - Light
LWB - Lighted Whistle Buoy
MIA - Miami, FL
MR - Refer to Light List (Pg. xvi)
N/A - Not Available
N/C - Not Charted
NG - Refer to Light List (Pg. xvi)
NL - Refer to Light List (Pg. xvi)
NOS - National Ocean Service
NW - Refer to Light List (Pg. xvi)
NY - Refer to Light List (Pg. xvi)
OBST - Obstruction
PRIV - Private Aid
REBUILT - Aid Rebuilt
RED - Red Buoy
RRL - Range Rear Light
RELOC - Relocated
RFL - Range Front Light
SEC - Section
SG-SY - Green Square with Yellow Square on pile
SND - Sound
TEMP - Temporary Aid Change
TR - Red Triangle on pile
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy

I. SPECIAL NOTICES

DGPS KEY WEST, FL OFF AIR TIMES

Key West, Florida DGPS will be off air from September 8, 2003, from 1300Z to 1500Z (9:00 a.m. to 11:00 a.m. EDST) to complete quarterly and routine preventative maintenance. Alternate times are September 9, 2003, from 1300Z to 1500Z (9:00 a.m. to 11:00 a.m. EDST). Users shall address inquiries to the DGPS Eastern Operations Control Officer (CWO2 Thomas Coyne) at 703-313-5811.

Ref: LNM 31/03 Updated

SAFE BOATING AND SEAMANSHIP PROGRAMS

For addition information on CG Auxiliary Public Education Boating Programs, contact 1-800-336-2628 or http://www.cgaux7.org/

HOST	DATES	TIME	LOCATION
U. S. Coast Guard Auxiliary Flotilla 42 (321) 773-7599	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Tuesdays & Thursdays) 6 Weeks, 12 Lessons	Palm Bay Community Ctr 1502 Port Malabar Blvd Palm Bay, FL
U. S. Coast Guard Auxiliary Flotilla 78 (727) 360-7496	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Mondays) 13 Weeks	W Webster Community Ctr 1500 Passe Grille Blvd St Petersburg, FL
U. S. Coast Guard Auxiliary Flotilla 79 (813) 855-6997	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Wednesdays) 13 Weeks	5108 Gandy Blvd Salty Sol Boat Ramp Tampa, FL
U. S. Coast Guard Auxiliary Flotilla 7-16 (727) 323-5950	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Tuesdays) 13 Weeks	USCG Auxiliary Bldg 3120 Miriam St South Gulfport, FL
U.S. Coast Guard Auxiliary Flotilla 51 (561) 844-3114	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Tuesdays & Thursdays) 6 Weeks, 12 Lessons	CG Aux Bldg, P Foster Park 900 E. Blue Heron Blvd Riviera Beach, FL
U. S. Coast Guard Auxiliary Flotilla 55 (561) 547-9186	Sep 1-24, 2003 Boating Skills and Seamanship	7:00 p.m.– 9:30 p.m. (Mondays & Wednesdays) 4 Weeks	Santaluces High School 6880 Lawrence Rd Rm 1412 Lantana, FL
U. S. Coast Guard Auxiliary Flotilla 81 795-6189 or 778-2495	Sep 2-25, 2003 Boating Skills and Seamanship	7:00 p.m.– 9:00 p.m. (Tuesdays & Thursdays)	CG Aux Bldg, GT Bray Park 5801 33rd Ave Ct W Bradenton, FL
U. S. Coast Guard Auxiliary Flotilla 14-8 (904) 721-1346	Sep 6, 2003 Boating Safely (Register at 7:30 a.m.)	8:00 a.m. – 5:00 p.m. (Saturday)	Mandarin High School 4831 Greenland Road Jacksonville, FL
U. S. Coast Guard Auxiliary Flotilla 11-1 (727) 469-8895	Sep 6-7, 2003 Boating Safely (Register at 7:30 a.m.)	8:00 a.m. – 1:00 p.m. (Saturday and Sunday) 2 Sessions	Clearwater Comm Sailing Ctr 2nd Floor, 1001 Gulf Blvd Sand Key (Clearwater), FL
U. S. Coast Guard Auxiliary Flotilla 14-4 (904) 273-6808	Sep 8, 2003 Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Mondays & Thursdays) 8 Sessions (+4 optional)	Fletcher High School Rm B-5, 700 Seagate Ave Neptune Beach, FL
U. S. Coast Guard Auxiliary Flotilla 96 (239) 594-8009	Sep 8, 2003 Boating Skills and Seamanship	7:00 p.m. – 9:00 p.m. (Mondays & Thursdays)	Public Education Facility Cocohatchee River Park Naples, FL
Cutler Cove Power Squadron BCC Clifford A. Root (305) 238-4807	Sep 9, 2003 Safe Boating Course	7:00 p.m.– 9:30 p.m. (Tuesdays) 5 Weeks	Palmetto Middle School 7351 SW 128 Street Miami, FL
U. S. Coast Guard Auxiliary Flotilla 14-7 (904) 2731365	Sep 9, 2003 Let's Go Sailing (Register at 8:30 a.m.)	9:00 a.m. (Tuesday) 1 Day	St Augustine Library St Augustine, FL

Programs are free; there is a nominal fee for text workbooks, etc.

II. **DISCREPANCIES-DISCREPANCIES CORRECTED**

This section lists all discrepancies to Aids to Navigation reported and corrected since the last published list. A discrepancy is a change in the status of an aid to navigation that differs from what is published and or charted. **Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity. Mariners should proceed with caution.**

FEDERAL AID DISCREPANCIES:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
570	St Johns Lighted Buoy STJ	LT EXT	11480	458-03 MAY	33/03
2200	Great Pee Dee River Daybeacon 3	TRUB	11532	N/A	33/03
6105	St Simons Sound Ent LBB 15	LT EXT	11506	455-03 MAY	33/03
7110	St Johns Lighted Buoy STJ	LT EXT	11480	458-03 MAY	33/03
7185	Mayport Basin Chan Lighted Buoy 4	OFF STA	11490	451-03 MAY	33/03
9535	Ponce de Leon Inlet Buoy 5	MISSING	11484	456-03 MAY	33/03
10210	Lake Worth Inlet Lighted Buoy 7	TRLB	11472	414-03 MIA	33/03
22380	Mullet Key Channel Lighted Buoy 24	LT EXT	11412	1026-03 STP	33/03
25585	Johns Pass Channel Light 2	LT EXT	11412	1010-03 STP	33/03
35140	Fenwick Cut Light 162	MISSING	11518	234-03 CHA	33/03
35660	Skull Creek Daybeacon 10	DBN IMCH	11516	235-03 CHA	33/03
36225	Vernon River Daybeacon 84	TRUB	11512	227-03 CHA	33/03
36310	Ogeechee River Light 96	TRLB	11511	230-03 CHA	33/03
36655	Sapelo River Daybeacon 147	TRUB	11510	449-03 MAY	33/03
46210	Jupiter Sound Daybeacon 56	TRUB	11472	419-03 MIA	33/03
46565	Lake Park Marina Daybeacon 10	DBN IMCH	11472	423-03 MIA	33/03
50635	St Lucie River Lighted Buoy 2	LT EXT	11428	422-03 MIA	33/03
54830	Pine Island Sound Light 6	LT EXT	11427	1007-03 STP	33/03
61405	Sand Key Daybeacon 10	TRUB	11411	1021-03 STP	33/03

FEDERAL AID DISCREPANCIES CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
610	Ponce de Leon Inlet Light	WATCHING PROPERLY	11485	453-03 MAY	33/03
2070	Winyah Bay Channel Light 24	WATCHING PROPERLY	11532	216-03 CHA	31/03
2490	Charleston Hbr N Chan Rge A Rear Lt	WATCHING PROPERLY	11524	225-03 CHA	33/03
7305	White Shells Cut Lighted Buoy 25	WATCHING PROPERLY	11491	419-03 MAY	30/03
8800	Volusia Light 17	WATCHING PROPERLY	11495	437-03 MAY	32/03
8840	Lungren Island Light 1	WATCHING PROPERLY	11495	436-03 MAY	32/03
9235	Lake Monroe Light 116	WATCHING PROPERLY	11498	460-03 MAY	33/03
10975	Elliott Key Light 20	WATCHING PROPERLY	11462	N/A	33/03
11190	Angelfish Creek Daybeacon 2A	WATCHING PROPERLY	11451	N/A	33/03
11205	Angelfish Creek Daybeacon 4	REBUILT/RECOVERED	11463	140-03 MIA	11/03
22480	Tampa Bay Cut B Chan Rge Front Lt	WATCHING PROPERLY	11416	1002-03 STP	33/03
22535	Port Manatee Chan Lighted Buoy 4	WATCHING PROPERLY	11412	995-03 STP	33/03
24725	Port Pinellas Channel Light 6	WATCHING PROPERLY	11412	1009-03 STP	33/03
25710	Clearwater Pass Channel Light 10	WATCHING PROPERLY	11411	996-03 STP	33/03
29945	Cedar Keys Northwest Chan Light 9	WATCHING PROPERLY	11408	994-03 STP	32/03
35055	Watts Cut Light 143	WATCHING PROPERLY	11518	N/A	33/03
35310	Coosaw River Daybeacon 206	REBUILT/RECOVERED	11519	072-03 CHA	12/03
36175	Skidaway Narrows Light 74	WATCHING PROPERLY	11512	228-03 CHA	33/03
36955	Buttermilk Sound Light 213	WATCHING PROPERLY	11508	459-03 MAY	33/03
37645	Cumberland Sound Rge F Front Lt	WATCHING PROPERLY	11504	447-03 MAY	32/03
38375	Pablo Creek Daybeacon 8	REBUILT/RECOVERED	11489	228-03 MAY	18/03
40810	New Smyrna Beach Daybeacon 52	REBUILT/RECOVERED	11485	240-03 MAY	19/03
45920	Great Pocket Shoal Daybeacon	WATCHING PROPERLY	11472	N/A	33/03
46245	Jupiter Inlet Buoy 3	RESET ON STATION	11472	415-03 MIA	33/03
48390	Biscayne Bay Light 48	WATCHING PROPERLY	11468	N/A	33/03
54830	Pine Island Sound Light 6	WATCHING PROPERLY	11427	1007-03 STP	33/03
58455	Siesta Key-Tampa Bay Light 2	WATCHING PROPERLY	11425	N/A	33/03
60490	Tampa Bay Cut B Chan Rge Front Lt	WATCHING PROPERLY	11416	1002-03 STP	33/03
60570	Boca Ciega Bay Daybeacon 10	WATCHING PROPERLY	11412	1005-03 STP	33/03
60805	Boca Ciega Bay Light 15	WATCHING PROPERLY	11411	1023-03 STP	33/03

PRIVATE AID DISCREPANCIES:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
17985	*Big Carlos Pass Buoy 5	BUOYDMGD	11426	1020-03 STP	33/03
29155	*Florida Power Corporation Chan Lt 48	LT EXT	11408	N/A	33/03

PRIVATE AID DISCREPANCIES CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
923	*Cape Florida Light	WATCHING PROPERLY	11451	455-02 MIA	40/02
11010	*Caesar Creek Daybeacon 6	WATCHING PROPERLY	11451	N/A	33/03
11090	*Caesar Creek Daybeacon 22	REBUILT/RECOVERED	11451	635-02 MIA	51/02
18245	*Hurrcane Bay Marina S Chan DBN 1	WATCHING PROPERLY	11427	491-03 STP	14/03
18520	*North Estero Bay Daybeacon 7	WATCHING PROPERLY	11427	N/A	18/03
18580	*North Estero Bay Daybeacon 25	WATCHING PROPERLY	11427	N/A	18/03
23950	*Old Tampa Bay Pipeline East Light	WATCHING PROPERLY	11416	N/A	24/03
27520	*Hernando Beach Channel DBN 4	WATCHING PROPERLY	11409	N/A	30/03
27705	*Hernando Beach Channel DBN 44	WATCHING PROPERLY	11409	N/A	30/03
30085	*Suwannee River Alligator Pass Lt 2	WATCHING PROPERLY	11408	N/A	48/02
54850	*Matlacha Pass Daybeacon 3	WATCHING PROPERLY	11427	N/A	30/03
55055	*Matlacha Pass Daybeacon 36	WATCHING PROPERLY	11426	N/A	30/03
55110	*Matlacha Pass Daybeacon 47	WATCHING PROPERLY	11426	N/A	30/03
55255	*Matlacha Pass Daybeacon 91	WATCHING PROPERLY	11426	N/A	30/03
57200	*Knights Pass Channel Daybeacon 5	WATCHING PROPERLY	11425	N/A	19/03
57210	*Knights Pass Channel Daybeacon 7	WATCHING PROPERLY	11425	N/A	19/03
57220	*Knights Pass Channel Daybeacon 9	WATCHING PROPERLY	11425	N/A	19/03

III. TEMPORARY CHANGES-AIDS ESTABLISHED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM

None.

TEMPORARY AIDS CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM

None.

IV. CHART CORRECTIONS

(Explanation of Format)
Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. The correction listed pertains to that chart only. It is up to the mariner to decide which charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source of correction	Current Notice to Mariners
11534	26th ed.	12/14/91	LAST LNM 41/92	NAD 83	(CDG07)	45/00
	Myrtle Grove Sound to Fear River to Casino Creek					
	Add	*Boguse Channel Light 1, Fl G 2.5s, 16 ft, 7M			32-48-00.000N	079-15-00.000W

(Temp) indicates Temporary Correction

Corrective action — **Object of corrective** — **Position action**

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (TEMP) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (m). (*) Asterisk is used to identify Private Aids.

11415	5th ed.	08/01/2002	LAST LNM: 30/03	NAD 83	CCGD07	33/03
	FL - TAMPA BAY ENTRANCE					
	ADD	*Riviera Dunes Channel Daybeacon 1 (NW on pile worded DANGER) (Priv maint)	at		27-30-31.060N	082-33-11.110W
	ADD	*Riviera Dunes Channel Daybeacon 2 (NW on pile worded DANGER) (Priv maint)	at		27-30-33.170N	082-33-11.100W
	ADD	*Riviera Dunes Channel Daybeacon 3 (NW on pile worded DANGER) (Priv maint)	at		27-30-34.740N	082-33-12.620W
	ADD	*Riviera Dunes Channel Daybeacon 4 (NW on pile worded DANGER) (Priv maint)	at		27-30-34.900N	082-33-11.800W

11425 34th Ed Sep 2002 LAST LNM: 32/03 NAD 83 (NOS NW - 6803,6804) 33/03
FL-ICW-CHARLOTTE HARBOR TO TAMPA BAY
(SIDE A-INSET 1-ROBERTS BAY)

ADD	4 ft sounding	centered at	27-06-49.300N	082-27-46.600W
ADD	5 ft sounding	centered at	27-06-51.000N	082-27-51.000W
DELETE	6 ft sounding	centered at	27-06-48.500N	082-27-46.600W

(SIDE B-TAMPA BAY TO BLACKBURN BAY)

CHANGE NEW PASS CHANNEL depth note to:
The entrance channel is subject to continual change. Buoys are not charted because they are frequently shifted in position.
The controlling depth was 8 feet for a width of 100 feet from Lt "7" to the S R Bridge; thence 6 feet for a width of 100 feet to the IWW and 8 feet to the basin; 7 feet in the basin except for shoaling to 3 1/2 feet in the southeast section of the basin.
Jun. 2003 centered at 27-18-28.000N 082-31-39.000W

11427 33rd ed. 10/01/2002 LAST LNM: 32/03 NAD 83 CCGD07 33/03
FL-ICW-FORT MYERS TO CHARLOTTE HARBOR & WIGGINS PASS

RELOCATE	*Bayside Estates Channel Daybeacon 10 (TR on pile) (Priv maint)	from	26-28-06.287N	081-56-46.321W
		to	26-28-07.570N	081-56-45.710W
RELOCATE	*Bayside Estates Channel Daybeacon 11 (SG on pile) (Priv maint)	from	26-28-09.286N	081-56-45.321W
		to	26-28-09.810N	081-56-44.550W
RELOCATE	*Bayside Estates Channel Daybeacon 12 (TR on pile) (Priv maint)	from	26-28-10.286N	081-56-43.321W
		to	26-28-11.850N	081-56-43.100W
RELOCATE	*Bayside Estates Channel Daybeacon 13 (SG on pile) (Priv maint)	from	26-28-14.286N	081-56-43.321W
		to	26-28-14.650N	081-56-41.590W
RELOCATE	*Bayside Estates Channel Daybeacon 14 (TR on pile) (Priv maint)	from	26-28-16.286N	081-56-40.321W
		to	26-28-16.450N	081-56-40.210W
RELOCATE	*Bayside Estates Channel Daybeacon 15 (SG on pile) (Priv maint)	from	26-28-18.286N	081-56-41.321W
		to	26-28-18.250N	081-56-39.330W
RELOCATE	*Bayside Estates Channel Daybeacon 16 (TR on pile) (Priv maint)	from	26-28-19.286N	081-56-37.321W
		to	26-28-19.290N	081-56-38.460W
RELOCATE	*Bayside Estates Channel Daybeacon 17 (SG on pile) (Priv maint)	from	26-28-19.286N	081-56-38.321W
		to	26-28-19.720N	081-56-38.400W
RELOCATE	*Bayside Estates Channel Daybeacon 19 (SG on pile) (Priv maint)	from	26-28-21.286N	081-56-38.321W
		to	26-38-20.970N	081-56-38.070W
RELOCATE	*Bayside Estates Channel Daybeacon 22 (TR on pile) (Priv maint)	from	26-28-25.286N	081-56-37.321W
		to	26-28-25.160N	081-56-38.400W
RELOCATE	*Bayside Estates Channel Daybeacon 23 (SG on pile) (Priv maint)	from	26-28-27.286N	081-56-39.321W
		to	26-28-26.570N	081-56-39.010W
(Side B) DELETE	*South Estero Bay Daybeacon 60A (TR on pile) (Priv maint)	from	26-21-32.170N	081-51-17.050W

11441 39th ed. 04/28/2001 LAST LNM: 32/03 NAD 83 CGD07 33/03
FL-KEY WEST HARBOR AND APPROACHES

ADD	*Key West Mooring Field Light A Fl Y 4s (Priv maint)	from	24-34-01.980N	081-47-19.500W
		to	24-34-02.340N	081-47-19.740W
ADD	*Key West Mooring Field Light B Fl Y 4s (Priv maint)	from	24-34-25.020N	081-47-12.180W
		to	24-34-25.020N	081-47-13.920W

	ADD	*Key West Mooring Field Light D Fl Y 4s (Priv maint)		from to	24-34-49.020N 24-34-49.080N	081-47-26.520W 081-47-26.760W
	ADD	*Key West Mooring Field Light E Fl Y 4s (Priv maint)		from to	24-34-25.020N 24-34-25.020N	081-47-22.800W 081-47-19.680W
	ADD	Hillsboro Inlet Entrance Shl Daybeacon (N/W on pile worded DANGER SHOAL)		at	26-15-23.048N	080-04-50.822W
11442	34th ed.	06/24/2003	LAST LNM: 29/03	NAD 83	CGD07	33/03
	FL-FL KEYS-SOMBRERO KEY TO SAND KEY					
	DELETE	*Niles Channel Shoal Buoy (O/W can worded DANGER SHOAL) (Priv maint)		from	24-42-00.000N	081-25-55.000W
11445	30th ed.	03/31/2001	LAST LNM: 53/02	NAD 83	CGD07	33/03
	FL-ICW-BAHIA HONDA KEY TO SUGARLOAF KEY					
	DELETE	*Niles Channel Shoal Buoy (O/W can worded DANGER SHOAL) (Priv maint)		from	24-42-00.000N	081-25-55.000W
11446	30th ed.	03/31/2001	LAST LNM: 32/03	NAD 83	CGD07	33/03
	FL- ICW- SUGARLOAF KEY TO KEY WEST					
	ADD	*Key West Mooring Field Light A Fl Y 4s (Priv maint)		from to	24-34-01.980N 24-34-02.340N	081-47-19.500W 081-47-19.740W
	ADD	*Key West Mooring Field Light B Fl Y 4s (Priv maint)		from to	24-34-25.020N 24-34-25.020N	081-47-12.180W 081-47-13.920W
	ADD	*Key West Mooring Field Light D Fl Y 4s (Priv maint)		from to	24-34-49.020N 24-34-49.080N	081-47-26.520W 081-47-26.760W
	ADD	*Key West Mooring Field Light E Fl Y 4s (Priv maint)		from to	24-34-25.020N 24-34-25.020N	081-47-22.800W 081-47-19.680W
11447	35th ed.	07/01/2002	LAST LNM: 30/03	NAD 83	CGD07	33/03
	FL-KEY WEST HARBOR					
	RELOCATE	*Key West Mooring Field Light A Fl Y 4s (Priv maint)		from to	24-34-01.980N 24-34-02.340N	081-47-19.500W 081-47-19.740W
	RELOCATE	*Key West Mooring Field Light B Fl Y 4s (Priv maint)		from to	24-34-25.020N 24-34-25.020N	081-47-12.180W 081-47-13.920W
	RELOCATE	*Key West Mooring Field Light D Fl Y 4s (Priv maint)		from to	24-34-49.020N 24-34-49.080N	081-47-26.520W 081-47-26.760W
	RELOCATE	*Key West Mooring Field Light E Fl Y 4s (Priv maint)		from to	24-34-25.020N 24-34-25.020N	081-47-22.800W 081-47-19.680W
11448	14th ed.	11/08/1997	LAST LNM: 44/02	NAD 83	CGD07	33/03
	FL-ICW-BIG SPANISH CHANNEL TO JOHNSTON KEY					
	DELETE	*Niles Channel Shoal Buoy (O/W can worded DANGER SHOAL) (Priv maint)		from	24-42-00.000N	081-25-55.000W
11451 (Inset 5) (Page E)	31st ed.	02/01/2003	LAST LNM: 31/03	NAD 83	CGD07	33/03
	FL- MIAMI TO MARATHON AND FLORIDA BAY					
	RELOCATE	*Harry Harris Park Daybeacon 1 (SG on pile) (Priv maint)		from to	25-01-15.466N 25-01-24.900N	080-29-37.217W 080-29-34.200W
	RELOCATE	*Harry Harris Park Daybeacon 2 (TR on pile) (Priv maint)		from to	25-01-16.466N 25-01-25.800N	080-29-37.217W 080-29-33.200W
	RELOCATE	*Harry Harris Park Daybeacon 3 (SG on pile) (Priv maint)		from to	25-01-16.466N 25-01-26.800N	080-29-38.217W 080-29-33.200W
	RELOCATE	*Harry Harris Park Daybeacon 4 (TR on pile) (Priv maint)		from to	25-01-17.466N 25-01-27.800N	080-29-38.217W 080-29-36.300W

	RELOCATE	*Harry Harris Park Daybeacon 5 (SG on pile) (Priv maint)		from to	25-01-17.466N 25-01-27.600N	080-29-39.217W 080-29-38.100W
	RELOCATE	*Harry Harris Park Daybeacon 6 (TR on pile) (Priv maint)		from to	25-01-18.466N 25-01-28.300N	080-29-39.217W 080-29-37.400W
11464	16th ed.	02/10/2001	LAST LNM: 31/03	NAD 83	CGD07	33/03
	FL-ICW-BLACKWATER SOUND TO MATECUMBE					
	RELOCATE	*Harry Harris Park Daybeacon 1 (SG on pile) (Priv maint)		from to	25-01-15.466N 25-01-24.900N	080-29-37.217W 080-29-34.200W
	RELOCATE	*Harry Harris Park Daybeacon 2 (TR on pile) (Priv maint)		from to	25-01-16.466N 25-01-25.800N	080-29-37.217W 080-29-33.200W
	RELOCATE	*Harry Harris Park Daybeacon 3 (SG on pile) (Priv maint)		from to	25-01-16.466N 25-01-26.800N	080-29-38.217W 080-29-33.200W
	RELOCATE	*Harry Harris Park Daybeacon 4 (TR on pile) (Priv maint)		from to	25-01-17.466N 25-01-27.800N	080-29-38.217W 080-29-36.300W
	RELOCATE	*Harry Harris Park Daybeacon 5 (SG on pile) (Priv maint)		from to	25-01-17.466N 25-01-27.600N	080-29-39.217W 080-29-38.100W
	RELOCATE	*Harry Harris Park Daybeacon 6 (TR on pile) (Priv maint)		from to	25-01-18.466N 25-01-28.300N	080-29-39.217W 080-29-37.400W
11466	36th Ed	Dec 2002	LAST LNM: 30/03	NAD 83	(NOS NW – 6793)	33/03
	FL-JUPITER INLET TO FOWEY ROCKS					
	ADD	visible wreck symbol with label: PA		at	26-46-29.300N	080-03-01.000W
					CGD07	33/03
	RELOCATE	Hillsboro Inlet Entrance Light 1, Fl G 4s 8ft 4M (SG) at (Previously Temp Added LNM 51/02)			26-15-17.167N	080-04-45.724W
	ADD	Hillsboro Inlet Entrance Light 2, Fl R 2.5s 16ft 3M (TR) at			26-15-23.005N	080-04-43.942W
	RELOCATE	Hillsboro Inlet Daybeacon 3 (SG) (Previously Temp Added LNM 51/02)		from to	26-15-23.380N 26-15-19.556N	080-04-50.076W 080-04-48.426W
	CHANGE	Hillsboro Inlet Entrance Light 2 Hillsboro Inlet Entrance Light 4, Fl R 4s 16ft 4M		to at	 26-15-25.092N	 080-04-48.755W\
	ADD	Hillsboro Inlet Entrance Daybeacon 5 (SG)		at	26-15-22.935N	080-04-50.510W
	ADD	Hillsboro Inlet Entrance Shl Daybeacon (N/W on pile worded DANGER SHOAL)		at	26-15-23.048N	080-04-50.822W
11467 (Side A)	37th ed.	09/01/2002	LAST LNM: 28/03	NAD 83	CGD07	33/03
	FL- ICW - WEST PALM BEACH TO MIAMI					
	RELOCATE	Lake Worth South Daybeacon 22 (TR-TY)		from to	26-40-03.243N 26-40-03.498N	080-02-47.162W 080-02-47.169W
	RELOCATE	Lake Worth South Daybeacon 23 (SG-SY)		from to	26-39-38.609N 26-39-38.826N	080-02-39.335W 080-02-40.209W
	RELOCATE	Lake Worth South Daybeacon 24 (TR-TY)		from to	26-39-17.205N 26-39-16.176N	080-02-39.936W 080-02-40.443W
	RELOCATE	Lake Worth South Daybeacon 25 (SG-SY)		from to	26-38-58.831N 26-38-58.627N	080-02-35.267W 080-02-34.959W
	RELOCATE	Lake Worth South Daybeacon 26 (TR-TY)		from to	26-38-41.111N 26-38-41.316N	080-02-35.498W 080-02-35.277W
	RELOCATE	Lake Worth South Daybeacon 30 (TR-TY)		from to	26-37-49.247N 26-37-49.242N	080-02-36.669W 080-02-36.981W
	RELOCATE	Hillsboro Inlet Entrance Light 1, Fl G 4s 8ft 4M (SG) at (Previously Temp Added LNM 51/02)			26-15-17.167N	080-04-45.724W

	ADD	Hillsboro Inlet Entrance Light 2, Fl R 2.5s 16ft 3M (TR) at			26-15-23.005N	080-04-43.942W
	RELOCATE	Hillsboro Inlet Daybeacon 3 (SG) (Previously Temp Added LNM 51/02)		from to	26-15-23.380N 26-15-19.556N	080-04-50.076W 080-04-48.426W
	CHANGE	Hillsboro Inlet Entrance Light 2 Hillsboro Inlet Entrance Light 4, Fl R 4s 16ft 4M		to at	26-15-25.092N	080-04-48.755W\
	ADD	Hillsboro Inlet Entrance Shl Daybeacon (N/W on pile worded DANGER SHOAL)		at	26-15-23.048N	080-04-50.822W
	ADD	Hillsboro Inlet Entrance Shl Daybeacon (SG)		at	26-15-23.048N	080-04-50.822W
11469	5th ed.	05/19/2001	LAST LNM: 30/03	NAD 83	CGD07	33/03
	FL-STRAITS OF FLORIDA					
	RELOCATE	Hillsboro Inlet Entrance Light 1, Fl G 4s 8ft 4M (SG) (Previously Temp Added LNM 51/02)		at	26-15-17.167N	080-04-45.724W
	ADD	Hillsboro Inlet Entrance Light 2, Fl R 2.5s 16ft 3M (TR) at			26-15-23.005N	080-04-43.942W
	RELOCATE	Hillsboro Inlet Daybeacon 3 (SG) (Previously Temp Added LNM 51/02)		from to	26-15-23.380N 26-15-19.556N	080-04-50.076W 080-04-48.426W
	CHANGE	Hillsboro Inlet Entrance Light 2 Hillsboro Inlet Entrance Light 4, Fl R 4s 16ft 4M		to at	26-15-25.092N	080-04-48.755W\
	ADD	Hillsboro Inlet Entrance Daybeacon 5 (SG)		at	26-15-22.935N	080-04-50.510W
	ADD	Hillsboro Inlet Entrance Shl Daybeacon (N/W on pile worded DANGER SHOAL)		at	26-15-23.048N	080-04-50.822W
11472	31st Ed	Dec 2002	LAST LNM: 31/03	NAD 83	(NOS NW – 6793)	33/03
	FL-ICW-PALM SHORES TO WEST PALM BEACH (SIDE B-INSET 2)					
	ADD	visible wreck symbol with label: PA		at	26-46-29.300N	080-03-01.000W
					CGD07	33/03
	RELOCATE	Lake Worth South Daybeacon 22 (TR-TY)		from to	26-40-03.243N 26-40-03.498N	080-02-47.162W 080-02-47.169W
11505	1st Ed	Sep 23 2000	LAST LNM: 15/03	NAD83	(NOS NW - 6808)	33/03
	SC-GA-SAVANNAH RIVER APPROACH					
	ADD	Tabulation - Savannah Harbor		centered at	31-47-05.460N	080-45-02.260W
					CGD07	33/03
	CHANGE	Tybee Range Bell Lighted Buoy 1 Tybee Range Lighted Buoy 1, Fl G 2.5s 4M (Green)		to at	31-58-17.471N	080-44-12.016W
11506	40th Ed	Jan 2003	LAST LNM: 26/03	NAD 83	(NOS NW - 6788)	33/03
	GA-ST SIMONS SOUND BRUNSWICK HARBOR AND TURTLE RIVER					
	ADD	Tabulation - Brunswick Harbor		centered at	31-13-31.000N	081-32-20.000W
11509	27th ed.	01/12/2002	LAST LNM: 15/03	NAD 83	CGD07	33/03
	GA-TYBEE ISLAND TO DOBOY SOUND					
	CHANGE	Tybee Range Bell Lighted Buoy 1 Tybee Range Lighted Buoy 1, Fl G 2.5s 4M (Green)		to at	31-58-17.471N	080-44-12.016W
11512	59th Ed	Jan 2003	LAST LNM: 19/03	NAD 83	(NOS NW – 6808)	33/03
	GA-SC-SAVANNAH RIVER AND WASSAW SOUND					
	ADD	Tabulation - Savannah River		centered at	32-03-35.440N	081-07-21.340W
					CGD07	33/03
	CHANGE	Tybee Range Bell Lighted Buoy 1 Tybee Range Lighted Buoy 1, Fl G 2.5s 4M (Green)		to at	31-58-17.471N	080-44-12.016W

11513	23rd ed.	12/23/2000	LAST LNM: 15/03	NAD 83	CGD07	33/03
	SC-GA-ST HELENA SOUND TO SAVANNAH RIVER					
	CHANGE	Tybee Range Bell Lighted Buoy 1		to		
		Tybee Range Lighted Buoy 1, Fl G 2.5s 4M (Green)		at	31-58-17.471N	080-44-12.016W
11514	26th Ed	Jul 2002	LAST LNM: 19/03	NAD 83	(NOS NW – 6808)	33/03
	SC-GA-SAVANNAH RIVER-SAVANNAH TO BRIER CREEK (SIDE A-SAVANNAH TO MOODYS CUT)					
	ADD	Tabulation - Savannah River		centered at	32-07-02.480N	081-03-58.640W
11524	46th Ed	Dec 2002	LAST LNM: 32/03	NAD 83	(NOS NW - 6756)	33/03
	SC-CHARLESTON HARBOR					
	ADD	Tabulation - Charleston Harbor, Cooper River and Shipyard River				
				at	32-48-30.000N	079-51-30.000W
					CGD07	33/03
	ADD	Cooper River Lighted Buoy 48A, Q R 3M (Red)		at	32-50-39.966N	079-55-36.990W
(Temp)	RELOCATE	Cooper River Lighted Buoy 63 ,QG,		from	32-54-29.746N	079-56-46.728W
		(Previously Temp Relocated/Dredging LNM 21/03)		to	32-54-30.987N	079-56-34.329W
11527	16th Ed	1/13/2001	LAST LNM: 24/03	NAD 83	CGD07	33/03
	SC-COOPER RIVER ABOVE GOOSE CREEK					
(Temp)	RELOCATE	Cooper River Lighted Buoy 63, QG,		from	32-54-29.746N	079-56-46.728W
		(Previously Temp Relocated/Dredging LNM 21/03)		to	32-54-30.987N	079-56-34.329W
11532	20th Ed	Feb 2 2002	LAST LNM: 31/03	NAD 83	(NOS NW - 6786)	33/03
	SC-WINYAH BAY					
	ADD	Tabulation - Winyah Bay & Georgetown Harbor		centered at	33-19-17.270N	079-21-27.010W
25673	15th Ed	May 2 1998	LAST LNM: 35/02	NAD 83	(NOS NW - 6766)	33/03
	PR-BAHIA DE MAYAGUEZ AND APPROACHES					
	ADD	Tabulation - Mayaguez Harbor		at	18-13-08.000N	067-08-15.000W

V. ADVANCE NOTICES

None.

VI. PROPOSED CHANGES

None.

A. BRIDGE INFORMATION.

None.

B. MISCELLANEOUS INFORMATION

SAVANNAH RIVER – AUGUSTA GA.: Pipeline Crossing

W.L. Hailey and Co. Inc under contract to the Augusta – Richmond County Utilities Augusta GA. will commence dredge and backfill operation on or about September 1 to continue through December 31, 2003. The operation is to include the installation of a 48" pipe header with four screens, two 48" pipelines, and four 8" pipelines. The pipelines will cross the Savannah River near river mile 198.5. Equipment will include a 40' x 80' crane barge with crane, a 40' x 60' material barge, and the tug *MV MISS HARRIET*. The operation shall work daylight to dark 5 or 6 days a week and will monitor VHF channels 13 and 16. All mariners are advised to exercise caution while transiting the area. For additional information or clarification, contact Tim Garnette, Marine Superintendent, at (615) 533-2177 or (706) 771-7921.

Chart 11515

FL-JACKSONVILLE-ST JOHNS RIVER: Current Meter Deployments.

The National Ocean Service (NOS) deployed two new bottom-mounted current meters in the St. Johns River, FL on July 28, 2003. The current meters rest on the bottom and use an acoustic frequency of 600 kHz to measure the water currents. The housings have a footprint of 6 ft. by 6 ft. and stand about 1.5 feet above the bottom.

The first meter is deployed in a water depth of 45 feet. The position is at the entrance of the St John's River approximately 400 yards from buoy 4 at a bearing of 265°. The coordinates are: 30 deg 23.880' N Latitude ; 081 deg 21.830' W Longitude.

The second meter is deployed in a water depth of 50 feet. The position is at the entrance of the St John's River approximately 400 yards from buoy 5 at a bearing of 295°. The coordinates are: 30 deg 23.850' N Latitude; 081 deg 22.450' W Longitude.

Both units will remain on station until on or about September 15, 2003. For additional information or comments, contact Jerry Hovis, NOS, Center for Operational Oceanographic Products and Services, at 301-713-2890 (ext. 109).

Ref: LNM 31/03 Chart 11492

FL-ICW-PALM SHORES TO WEST PALM BEACH-NORTH PALM BEACH: Maintenance Dredging.

Subaqueous Services, Inc. will be performing maintenance dredging in eight (8) canals for the Village of North Palm Beach effective August 20, 2003 and continuing through October 1, 2003. The canals are unnamed branching off from the Lake Worth Lagoon and are located between the following streets:

1. Yacht Club Drive and Gulfstream Road
2. Atlantic Road and Ebbtide Drive
3. Eddtide Drive and Davit Drive
4. Davit Drive and Bowsprit Drive
5. Bowsprit Drive and Anchorage Drive
6. Anchorage Drive and Paradise Harbor
7. Wettaw Lane and Lehane Terrace
8. Lehane Terrace and North Bay Reach Circle

There will be one (1) 30'x70' flexifloat barge with a Kobelco 250 long reach excavator being pushed by the Tug *PATHFINDER* and one (1) 20'x60' flexifloat barge with a Kobleco 135 excavator being pushed by the Tug *CONTENDER*. The dredging activities can be monitored using VHF channels 16 and 9. Hours of operation will be Monday through Friday 7:00 am to 7:00 pm throughout the duration of the project.

Should you require additional information, please contact Traci Reid, Subaqueous Services, Inc. at 954-581-2810.

Chart 11472

VII. LIGHT LIST CORRECTIONS

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2801	- *Lighted Buoy 48A*		**Q R**		3	Red.	
*	*	*	*	*	*	*	* (33/03)
2803	- *Lighted Buoy 49*		**Fl G** 4s		4	Green.	
*	*	*	*	*	*	*	* (33/03)
4545	- *Lighted Buoy 1*		**Fl G** 2.5s		4	Green.	
	*						(33/03)
10290	- ENTRANCE LIGHT 1	26 15 17 N 80 04 46 W	**Fl G** 4s	16	4	SG on dolphin.	
		*		*			(33/03)
10293	- ENTRANCE LIGHT 2		**Fl R** 2.5s	16	3	TR on pile.	
*			*		*	*	(33/03)
10295	- ENTRANCE LIGHT 2						Remove from list.
							* (33/03)
10302	- ENTRANCE LIGHT 4		**Fl R** 4s	16	4	TR on dolphin.	
*	*	*	*	*	*	*	* (33/03)
10303	- Entrance Daybeacon 5					SG on pile.	
*	*	*	*	*	*	*	* (33/03)
10304	- Entrance Shoal Daybeacon					NW on pile worded DANGER SHOAL.	
*	*	*	*	*	*	*	* (33/03)
11950	- Daybeacon 1	25 01 25 N 80 29 34 W				SG on pile.	Private aid.
		*					(33/03)
13975	- Shoal Buoy						Remove from list.
							* (33/03)
14980.1	- Mooring Field LT A	24 34 02 N 81 47 20 W	**Fl Y** 4s				Private aid.
		*					(33/03)
19650	- Daybeacon 60A						Remove from list.

							*	(33/03)

***ADD HEADER:**
***Riviera Dunes Channel**

22081	- Daybeacon 1	27 30 31 N 82 33 11 W				NW on pile worded DANGER.		
*	*	*	*	*	*	*	*	(33/03)
22082	- Daybeacon 2					NW on pile worded DANGER.		
*	*	*	*	*	*	*	*	(33/03)
22083	- Daybeacon 3					NW on pile worded DANGER.		
*	*	*	*	*	*	*	*	(33/03)
22084	- Daybeacon 4					NW on pile worded DANGER.		
*	*	*	*	*	*	*	*	(33/03)

***ADD HEADER:**
***Manatee River**

22085	- Daybeacon 25					SG on pile.		
31405	- Lighted Buoy 2						Remove from list. *	(33/03)
31410	- Lighted Buoy 1		**Fl G** 2.5s		4	Green.		
*	*	*	*	*	*	*	*	(33/03)
31415	- Lighted Buoy 2		**Fl R** 2.5s		4	Red.		
*	*	*	*	*	*	*	*	(33/03)
31420	- Lighted Buoy 6						Remove from list. *	(33/03)
34395	- LIGHT 86	32 54 12 N 79 40 30 W	**Fl R** 4s	16	3	TR-TY on pile.		
					*			(33/03)
46905	- Daybeacon 22	26 40 03 N 80 02 47 W				TR-TY on pile.		
		*						(33/03)

IX. ADDITIONAL ENCLOSURES

Enclosure: (1) Tabulation of Controlling Depths: Savannah Harbor (Chart 11505)
(2) Tabulation of Controlling Depths: Brunswick Harbor (Chart 11506)
(3) Tabulation of Controlling Depths: Savannah River (Chart 11512)
(4) Tabulation of Controlling Depths: Savannah River (Chart 11514)
(5) Tabulation of Controlling Depths: Charleston Harbor, Cooper River and Shipyard River (Chart 11524)
(6) Tabulation of Controlling Depths: Winyah Bay & Georgetown Harbor (Chart 11532)
(7) Tabulation of Controlling Depths: Mayaguez Harbor (Chart 25673)
(8) Report of Channel Conditions: Brunswick Harbor, GA (Chart 11506)
(9) Report of Channel Conditions: St. Petersburg Harbor, FL (Chart 11416)
(10) Report of Channel Conditions: Palm Beach Harbor, Palm Beach County, FL (Chart 11466)
(11) Report of Channel Conditions: Naples to Gordon Pass, Collier Co., FL (Chart 11430)
(12) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 1.
(13) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 2.
(14) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 3.
(15) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 4.
(16) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 5.
(17) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 6.
(18) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 7.
(19) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 8.
(20) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 9.
(21) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 10.
(22) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).Change No. 11.
(23) U. S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 45.
(24) U. S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 46.
(25) U. S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 47.
(26) U. S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 48.

H. E. Johnson, Jr.
Rear Admiral, U. S. Coast Guard
Commander, Seventh Coast Guard District

CHART 11505

SAVANNAH RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2003

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
TYBEE RANGE	44.0	44.0	44.5	43.5	07-03	600	3.3	44
BLOODY POINT RANGE	44.5	44.0	44.0	44.0	07-03	600	3.0	44
JONES ISLAND RANGE	44.5	42.5	43.0	44.0	07-03	600	1.2	44
TYBEE KNOLL CUT RANGE	43.0	43.5	43.5	43.0	07-03	500	2.5	42

NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.

NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.

NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

BRUNSWICK HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2003

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL							
(ST SIMON RANGE)	34.0	34.5	A31.0	06-03	500	7.7	32
PLANTATION CREEK RANGE	39.0	42.0	39.5	06-03	400	1.8	32
JEKYLL ISLAND RANGE	30.0	32.0	34.0	06-03	400	1.9	30
CEDAR HAMMOCK RANGE	31.0	31.0	29.0	06-03	400	1.4	30
BRUNSWICK PT CUT RANGE	26.0	29.0	29.0	06-03	400	2.4	30
EAST RIVER							
LOWER REACH	B31.0	31.0	29.0	06-03	400	1.1	30
UPPER REACH	27.0	27.0	26.0	06-03	350	1.0	27
EAST RIVER TURNING BASIN	31.0	31.0	31.0	06-03	750	0.2	30
TURTLE RIVER LOWER RANGE	34.5	31.0	29.0	06-03	300	1.7	30
BLYTHE ISLAND RANGE	31.0	27.0	26.0	06-03	300	1.5	30
TURTLE RIVER UPPER RANGE	28.0	28.0	27.0	06-03	300	1.7	30
SOUTH BRUNSWICK RIVER	31.0	32.0	31.0	06-03	400	1.3	30

A. OBSTRUCTION REPORTED WITH A DEPTH OF 29 FEET, LOCATED AT 31°04'06.6"N; 081°16'35.7"W.

B. THE EAST RIVER, LOWER REACH WIDENER LEAST DEPTHS WERE 31.0 FEET, LOCATED 50 FEET INSIDE THE CHANNEL LIMIT, AND 30.0 FEET, LOCATED 150 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE.

NOTE - FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 50 FEET INSIDE THE CHANNEL LIMITS. (EXCEPT FOR THE EAST RIVER TURNING BASIN)

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 11512

SAVANNAH RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2003

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
TYBEE RANGE	44.0	44.0	44.5	43.5	07-03	600	3.3	44
BLOODY POINT RANGE	44.5	44.0	44.0	44.0	07-03	600	3.0	44
JONES ISLAND RANGE	44.5	42.5	43.0	44.0	07-03	600	1.2	44
TYBEE KNOLL CUT RANGE	43.0	43.5	43.5	43.0	07-03	500	2.5	42
NEW CHANNEL RANGE (A)	43.0	43.5	43.5	44.0	07-03	500	1.6	42
L. I. CROSSING RANGE	44.5	43.0	43.5	41.5	07-03	500	2.6	42
LOWER FLATS RANGE	45.0	46.0	46.0	44.0	07-03	500	1.3	42
UPPER FLATS RANGE	43.5	46.0	45.0	44.5	07-03	500	1.2	42
THE BIGHT CHANNEL	44.0	46.5	47.0	47.0	07-03	500	1.5	42
FT. JACKSON RANGE	45.0	46.0	47.0	42.5	07-03	500	0.7	42
OGLETHORPE RANGE	40.5	45.0	46.0	43.0	07-03	500	1.2	42
WRECKS CHANNEL (B)	41.0	43.0	44.0	43.0	07-03	500	1.5	42
CITY FRONT CHANNEL	44.0	44.0	44.0	43.0	07-03	500	1.5	42
MARSH ISLAND CHANNEL (C)	43.0	44.5	44.0	42.5	07-03	500	1.7	42
KINGS ISLAND CHANNEL (D)	44.0	44.5	45.0	43.0	07-03	500	2.1	42
WHITEHALL CHANNEL (E)	30.0	34.5	36.0	38.5	07-03	400	0.6	42-36
PORT WENTWORTH CHANNEL (F)	30.0	33.5	32.5	32.0	12-94; 07-03	200	1.2	30

A. OYSTER BED I.TURNING BASIN-CONTROLLING DEPTH 42.0 FT, 38.0 FT 100 FT FROM BACKSIDE.
B. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 40.5 FT, 33.0 FT 100 FT FROM BACKSIDE.
C. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 34.0 FT, 31.5 FT 100 FT FROM BACKSIDE.
D. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 40.5 FT, 40.0 FT 100 FT FROM BACKSIDE.
E. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 38.0 FT 100 FT FROM BACKSIDE.
F. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 32.0 FT, 28.0 FT 100 FT FROM BACKSIDE.
NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.
NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.
NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 11514

SAVANNAH RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2003

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
OGLETHORPE RANGE	40.5	45.0	46.0	43.0	07-03	500	1.2	42
WRECKS CHANNEL (A)	41.0	43.0	44.0	43.0	07-03	500	1.5	42
CITY FRONT CHANNEL	44.0	44.0	44.0	43.0	07-03	500	1.5	42
MARSH ISLAND CHANNEL (B)	43.0	44.5	44.0	42.5	07-03	500	1.7	42
KINGS ISLAND CHANNEL (C)	44.0	44.5	45.0	43.0	07-03	500	2.1	42
WHITEHALL CHANNEL (D)	30.0	34.5	36.0	38.5	07-03	400	0.6	42-36
PORT WENTWORTH CHANNEL (E)	30.0	33.5	32.5	32.0	12-94; 07-03	200	1.2	30

A. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 40.5 FT, 33.0 FT 100 FT FROM BACKSIDE.
B. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 34.0 FT, 31.5 FT 100 FT FROM BACKSIDE.
C. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 40.5 FT, 40.0 FT 100 FT FROM BACKSIDE.
D. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 38.0 FT 100 FT FROM BACKSIDE.
E. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 32.0 FT, 28.0 FT 100 FT FROM BACKSIDE.
NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.
NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.
NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- SURVEYS TO JUNE 2003

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FORT SUMTER RANGE	46.8	47.8	47.5	47.0	4-03	1000	14.8	47
MOUNT PLEASANT RANGE	46.0	46.5	45.9	47.2	2-03	1000-600	1.6	45
REBELLION REACH	46.6	47.4	46.9	47.2	2-03	600	1.4	45
SHUTES-FOLLY REACH	47.6	47.3	47.3	47.8	2,3-03	600-800	1.3	45
HORSE REACH	47.5	48.3	48.2	44.6	5,11-02	800	0.5	45
CUSTOMHOUSE REACH	34.9	48.3	48.1	46.2	5-02;2,3-03	1385	0.2	45
SOUTH CHANNEL	24.4	24.8	24.5	A24.3	10-96	600-1000	3.1	45
HOG ISLAND REACH	46.1	47.1	43.6	39.2	11-02;2,3-03	600-1300	1.5	45
DRUM ISLAND REACH	46.2	47.6	48.2	42.3	5-03	600-1300	0.7	45
TOWN CREEK LOWER REACH	34.4	38.3	38.2	35.8	2,3-03	400-450	1.1	45
TURNING BASIN	36.5	34.3	34.2	33.4	5-02	250	0.25	35
TOWN CREEK UPPER REACH	35.2	40.2	40.9	40.5	11-01;5-02	250	1.0	16
MYERS BEND	42.0	47.2	47.5	47.5	11-01;5-03	600-900	0.4	45
DANIEL ISLAND REACH	46.6	46.2	44.6	39.0	5-03	880-980	1.2	45
DANIEL ISLAND BEND	49.2	48.5	48.9	48.3	5-03	700-780	0.4	45
CLOUTER CREEK REACH	41.0	42.6	42.6	40.2	5-03	600	0.9	45
NAVY YARD REACH	38.9	42.2	40.6	34.7	5-03	600-700	1.1	45
NORTH CHARLESTON REACH	35.0	41.5	43.7	46.8	5-03	500-600	1.0	45
FILBIN CREEK REACH	47.0	47.7	47.8	47.3	6-03	500	0.6	45
PORT TERMINAL REACH	41.3	42.5	44.8	44.9	6-03	600	0.7	45
ORDNANCE REACH	39.9	41.2	41.0	41.7	6-03	600	0.3	45
ORDNANCE REACH TURNING BASIN	43.9	40.6	38.4	37.9	6-03	800	0.26	45
WANDO RIVER								
LOWER REACH	45.8	46.3	47.1	45.9	6-03	1500-400	1.3	45
UPPER REACH	46.8	47.1	47.4	42.1	5-03	400-850	0.74	45
TURNING BASIN	49.2	49.9	48.6	48.7	5-03	550	0.3	45
SHIPYARD CREEK								
MAIN CHANNEL	26.2	27.4	29.0	27.2	8,10-00	1200-300	1.0	30
LOWER TURNING BASIN	37.9	38.9	40.0	40.8	8,10-00	700	0.2	38
UPPER TURNING BASIN	22.0	23.4	23.7	24.7	8,10-00	600	0.15	30
COOPER RIVER								
RANGE A	38.7	37.4	38.3	38.9	7,8-98;12-99	400-1350	1.02	35
RANGE B	20.5	25.2	36.4	37.0	12-99	VARIES	0.74	35
RANGE C	20.6	26.1	38.3	36.1	7,8-98;12-99;1-00	VARIES	0.76	35
RANGE D	30.2	37.4	37.8	37.1	2-00	VARIES	0.58	35
RANGE E	32.1	34.8	38.2	36.3	1-95	VARIES	0.38	35
RANGE F	25.0	36.6	35.2	33.9	1-95	VARIES	0.29	35

A. ALONG CHANNEL EDGE.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 11532

WINYAH BAY AND GEORGETOWN HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2000 AND SURVEYS TO JUN 2003

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	24.9	25.3	25.3	20.3	6-03	600	2.0	28
RANGE B	28.1	30.1	29.7	25.3	7-02	600	0.9	28
SOUTH ISLAND BEND	30.0	29.2	23.2	A19.2	6-03	600	1.2	29
RANGE C	23.6	25.5	24.5	29.2	7-02	400	1.4	28
RANGE D	26.3	28.1	28.1	28.2	7-02	300	1.5	27
RANGE E	22.6	25.4	26.1	24.6	7-02; 6-03	300	4.6	27
FRAZIER PT. BEND	27.8	28.5	27.5	28.7	9,11-98; 7-02	300-700	1.0	27
RABBIT ISLAND CHANNEL	28.6	28.0	27.0	25.4	9,11-98; 4-00	300-500	1.8	27
SAMPIT PT. CHANNEL	18.6	21.1	21.1	21.6	6-00	300-700	0.7	27

(A) SHOALING TO 9 FEET IN THE VICINITY OF 33°12'02.1"N; 79°10'33.4"W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 25673

MAYAGUEZ HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUNE 2003 AND SURVEYS TO APR 2003

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
APPROACH CHANNEL	A22.7	30.8	30.2	A29.1	4-03	1000-500	0.4	30
TERMINAL CHANNEL	B21.8	B21.0	B19.9	B14.9	4-03	500	0.2	30

A. SHOALING ALONG NORTH EDGE OF CHANNEL OPPOSITE RED BUOY-6. SHOALING ALSO ALONG SOUTH EDGE OF CHANNEL FROM 800 FEET SEAWARD OF RED BUOY-6 AND EXTENDING 400 FEET EASTWARD.

B. SHOALING ALONG SOUTH AND EAST PERIMETER OF BASIN, EXTENDING NORTH OF BUOY-10. LEAST DEPTH OCCURING IN SOUTHEAST CORNER OF BASIN.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

REPORT OF CHANNEL CONDITIONS
400' WIDE AND GREATER

Page 1 of 2 Pages
DATE: 1-Aug-03

TO:
Navigation Interest

FROM: U.S. Army Engineer District, Savannah
ATTN: SASOP-N
P. O. Box 889
Savannah, GA 31402

HARBOR/STATE BRUNSWICK HARBOR, GEORGIA
Brunswick Harbor Ship Channel from the Sea to the Upper Limits of the Harbor at Mile 12.76 in the Turtle River and East River, Academy Creek and Terry Creek.

SHALLOWEST SINGLE SOUNDINGS WITHIN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD

NAME OF CHANNEL	DATE SURVEY	WIDTH (ft)	PROJECT LENGTH (mi)	DEPTH (ft)	(A) LEFT OUTSIDE QUARTER (ft)	MID-CHANNEL LEFT INSIDE QUARTER (ft)	MID-CHANNEL RIGHT INSIDE QUARTER (ft)	(A) RIGHT OUTSIDE QUARTER (ft)
Entrance thru Turtle River	29-30 Jul-03							
St. Simon Range	"	500	7.70	32	32.0	33.0	32.5	29.0
Plantation Creek Range	"	400	1.83	32	38.0	40.0	41.0	39.5
Jekyll Island Range	"	400	1.93	30	30.0	34.0	32.0	33.0
Cedar Hammock Range	"	400	1.40	30	29.0	30.0	31.0	28.0
Brunswick Point Cut Range	"	400	2.44	30	27.0	30.0	29.0	29.0
Turtle River Lower Range	"	300	1.76	30	34.0	33.0	30.5	30.0
Blythe Island Range	"	300	1.51	30	31.0	29.0	26.0	25.5
Turtle River Upper Range	"	300	2.71	30	27.5	28.5	28.0	25.0
East River								
Entrance to Second Avenue		400	1.18	30	32.0	31.5	32.0	30.0
Second Ave to Mayor's Point	"	350	1.00	27	25.5	28.0	27.0	26.0
South Brunswick River	"	400	1.33	30	30.5	30.5	31.0	31.5

NAME OF CHANNEL	DATE SURVEY	WIDTH (ft)	PROJECT LENGTH (mi)	DEPTH (ft)	MINIMUM DEPTH FRONT SIDE (ft)	MINIMUM DEPTH 100' FROM BACKSIDE (ft)
East River Turning Basin	"	750	1000	30	29.5 #10	28.5 #09
South Brunswick River GPA Dock		125	1200	30	ALONG FACE OF DOCK	***

REMARKS (Continue on reverse)

All depths refer to mean low water.
This information represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time. The depths shown have been rounded off to the nearest half-foot. Any questions concerning conditions shown on this report should be referred to the Operations Division:
Telephone (912) 652-5058.
(A) depths given below represent condition 50 ft. inside toe of channel.
* Area Being Dredged
** Area To Be Dredged
*** Area Not Surveyed
**** Area not surveyed due to weather

ENG FORM 4020-R, NOV 90

BEND WIDENER	STATION	DATE SURVEY 29-30	CHANNEL SIDE	MINIMUM DEPTH 50' FROM TOE LINE		150' FROM TOE LINE	
East River Widener	0+000 to 3+000	Jul-03	LEFT	31.0	#12	#13	31.0
Widener @ Intersection of Jekyll Creek & Cedar Hammock	14+000 to 15+000	"	RIGHT	36.0	#03		N/A
Widener @ Intersection of Cedar Hammock & Bruns Pt Cut	21+250 to 22+250	"	RIGHT	28.0	#04		N/A
Widener @ Intersection of Plantation & Jekyll Creek	2+250 to 6+500	"	LEFT	100' OFF 42.0	#1	#2	400'OFF 53.0
South Brunswick River Turning Basin	45+000 to 46+000	"	LEFT	33.0	#06	#05	31.5
		"	RIGHT	32.0	#07	#08	31.0
ST SIMONS RANGE Widener	-15+000 to -16+000		RIGHT	39.0	#14		
ST SIMONS RANGE Widener	-21+000 to -28+000		RIGHT	36.5	#15		

ENG FORM 4020-R, NOV 90

REPORT OF CHANNEL CONDITIONS 100 TO 400 FEET WIDE (ER 1130-2-316)						Page 1 of 1 August 2003	
TO: City Manager, City of St. Petersburg P.O. Box 2848, St. Petersburg, FL				FROM: USACE, District Engineer Attn: CESAJ-CO-OM Jacksonville, Florida			
RIVER/HARBOR NAME AND STATE St. Petersburg Harbor, FL				MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	Date of Survey	AUTHORIZED PROJECT			Left Outside Quarter (feet)	Middle Half (feet)	Right Outside Quarter (feet)
		Width (feet)	Length (miles)	Depth (feet)			
Cut-A: from 2,300 feet south of green Light-1 to junction of entrance channel at red/green Daybeacon	Jun-2003	200	5.7	20	19.1 (1)	21.0	19.1 (1)
Entrance Channel: from beginning of entrance channel at red/green daybeacon to green Light-5 (at junction of Outer Cut)	Jun-2003	250	0.2	19	20.4	21.0	20.6
Entrance Channel: from green Light-5 to 500 feet west of green Daybeacon-13	Jun-2003	250 *	0.9	23 *	22.6 (2)	24.2	23.3
Port Turning Basin: from red Light-10 to 500 feet west of green Daybeacon-13	Jun-2003	900x1500	0.3	24 *	24.0	23.9	15.9 (3)
Cut-B: Bayboro Maritime Service Channel	Jun-2003	250 *	0.1	15 *	16.7	16.5	18.4
Bayboro Basin Channel	Jun-2003	100x480	0.1	15	-	14.2 (4)	-
Bayboro Harbor Basin	Jun-2003	800x1200	0.2	12	8.1 (5)	8.1 (5)	12.4
Salt Creek	Jun-2003	150x250	0.05	12	-	13.1	-
Coast Guard Basin	Jun-2003	120x1050	0.2	14	-	16.2	-
Outer Cut: from red Light-6 to 1,900 feet north of green Buoy-3	Jun-2003	300	1	23 *	24.9	24.3	23.9

Remarks:
* Project depth and width shown is the constructed depth and width. The authorized depth is 24-feet and the authorized width is 300 feet.

1. Minor shoaling located in various locations on either edge of channel.

2. Minor spot shoal on south edge of entrance channel.

3. Shoaling along the eastern edge of Turning Basin, extending west a maximum of 40 feet.

4. Spot shoal in northern corner of channel.

5. Shoaling along the south and west side of the boat basin.

ENG FORM 4021-R, NOV 90	EDITION OF JUL 59 IS OBSOLETE	(Proponent:CECW-O

REPORT OF CHANNEL CONDITIONS (FOR CHANNELS 400 FEET WIDE OR GREATER) (ER 1130-2-316)	Page 1 of 1 August 2003
TO: Director, Port of Palm Harbor P.O. Box 9935, West Palm Beach, FL	FROM: USACE, District Engineer Attn: CESAJ-CO-OM Jacksonville, Florida
RIVER/HARBOR NAME AND STATE Palm Beach Harbor, Palm Beach County, FL	MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD

NAME OF CHANNEL	Date of Survey	AUTHORIZED PROJECT			Left Outside Quarter (feet)	Left Inside Quarter (feet)	Right Inside Quarter (feet)	Right Outside Quarter (feet)
		Width (feet)	Length (miles)	Depth (feet)				
Entrance Channel: from 1,600 feet seaward of red Buoy-2 to 400 feet seaward of green Buoy-3	Apr-2003	400	0.4	35	35.3	37.3	37.2	37.8
Entrance Channel: from 400 feet seaward of green Buoy-3 to 350 feet landward of red Buoy-6 at intersection of Entrance Channel & Cut-1	Apr-2003	400	0.7	35	36.9	37.6	36.8	36.9
Cut-1: from 350 feet landward of red Buoy-6 to green Light-9 at intersection of Cuts-1 & 2	Apr-2003	300	0.1	33	32.5	36.6	36.5	35.6
Cut-2: from green Light-9 to green Light-11 at intersection of Cut-2 & Turning Basin	Apr-2003	300/480	0.2	33	34.0	37.6	37.2	36.0
Turning Basin	Apr-2003	1400x1200	0.3	33	33.7	33.2	31.8 (1)	33.7
North Turning Basin Extension	Apr-2003	950x650	0.1	24	22.7 (2)	21.3 (2)	20.0 (2)	22.8 (2)

Remarks:

1. Spot shoaling located in southwestern corner of Turning Basin.

2. Shoaling along north and east edge of the North Turning Basin Extension.

ENG FORM 4021-R, NOV 90	EDITION OF JUL 59 IS OBSOLETE	(Proponent:CECW-O

REPORT OF CHANNEL CONDITIONS 100 TO 400 FEET WIDE (ER 1130-2-316)						Page 1 of 1 August 2003	
TO: City Manager, City of Naples 735 8th Street, Naples, FL			FROM: USACE, District Engineer Attn: CESAJ-CO-OM Jacksonville, Florida				
RIVER/HARBOR NAME AND STATE Naples to Gordon Pass, Collier County, FL			MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD				
NAME OF CHANNEL	Date of Survey	AUTHORIZED PROJECT			Left Outside Quarter (feet)	Middle Half (feet)	Right Outside Quarter (feet)
		Width (feet)	Length (miles)	Depth (feet)			
Cut-1: from 900 feet west of green Light-1 to 400 feet west of green Daybeacon-7	Apr-2003	150-100	0.8	12	13.1	14.0	14.2
Cut-1 & Cut-2: from 400 feet west of green Daybeacon-7 to green Light-9	Apr-2003	100-220	0.4	10	4.8 (1)	6.4 (1)	10.0
Cut-3 thru Cut-6: from green Light-9 to red Daybeacon-18	Apr-2003	100	0.7	10	8.3 (1)	12.1	9.9
Cut-6 & Cut-7: from red Daybeacon-18 to red Daybeacon-22	Apr-2003	100	0.5	10	6.2 (2)	10.4	11.4
Cut-7: from red Daybeacon-22 to red Light-24	Apr-2003	100	0.4	10	8.5 (3)	9.5 (3)	9.3 (3)
Cut-8 & Cut-9: from red Light-24 to red Light-28	Apr-2003	100	0.6	10	9.0 (4)	9.8 (5)	10.3
Cut-10 to Cut-12: from red Light-28 to the Yacht Basin	Apr-2003	100	0.8	10	8.2 (6)	9.4 (6)	10.6
Municipal Yacht Basin	Apr-2003	250 x 700	0.1	8	8.4	8.2	8.8
Cut-12 thru Cut-15 & turning basin: from the Yacht Basin to State Road-41 Bridge	Apr-2003	100-70	0.7	10	6.3 (7)	7.2 (7)	7.9 (7)

Remarks:

1. Shoaling located in eastern half of channel between Cuts-2 & 3 in vicinity of green Light-9.
2. Shoaling along the western edge of the channel from 200 to 300 feet north of green Daybeacon-21.
3. Shoaling across channel 300 feet north of red Daybeacon-22.
4. Minor shoaling along western edge of channel, extending a maximum of 10 feet inside channel.
5. Shoaling in eastern side of channel at intersection of Cuts-9 & 10, approximately 400 feet south of red Light-28.
6. Shoaling throughout western half of channel.
7. Shoaling throughout western half of channel, from red Light-40 through Turning Basin. Shoaling is also located in eastern half of channel adjacent to Turning Basin.

ENG FORM 4021-R, NOV 90	EDITION OF JUL 59 IS OBSOLETE	(Proponent:CECW-O

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2003 (35th) Edition. Change No. 1.

Coast Pilot 4 35th 2003 Corrections

Page 275-Paragraph 38, line 7; read:
In March 2003, the controlling depth was 6.1 in ...
(BP 180441)

Page 278-Paragraph 76, line 14-15; read:
much lesser depths is between Buoy 10B and Daybeacon 10A. The channel is reported ...
(20/03 CG5; NOS 11550; LL/03)

Page 305-Paragraph 88, lines 7-8; read:
the Intracoastal Waterway; in 1999-February 2003, the controlling depth was 7.0 feet. Both channels are subject to ...
(BP 180003)

Page 309-Paragraph 112, line 14 through Paragraph 113, line 1; read:
opposite Wilmington.

Prominent features

Oak Island Light (33º53'36"N., 78º02'06"W.), 169 ...
(LL/03)

Page 324-Paragraph 70, lines 7-8; read:
ice, and marine supplies. In April 2003, the reported approach depth was 12 feet. U.S. Route 17 fixed highway ...
(CL 684/03)

Page 498-Paragraph 45, line 6; read:
business hours. Inquiries on availability, cost, etc. of ...
(NOS/03)

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2003 (35th) Edition. Change No. 2.

Coast Pilot 4 35th 2003 Corrections

Page 5-Paragraph 50, line 2; read:
America including the Hawai‘ian Islands;
(CL 2084/02)

Page 20-Paragraph 384, line 6; read:
Kekaha, Kauai, Hawai‘i (21º59'26"N., 159º46'00"N.) or...
(CL 2084/02)

Page 21-Paragraph 399, line 6; read:
Hawai‘ian Datum, and others. Through the use of satellites ...
(CL 2084/02)

Page 21-Paragraph 400, line 5; read:
charts of Hawai‘i, and other Pacific Ocean islands ...
(CL 2084/02)

Page 32-Paragraph 541, line 3; read:
in Colorado, Hawai‘i, Kwajalein, Diego Garcia, and Ascension ...
(CL 2084/02)

Page 33-Paragraph 545, line 4; read:
Rico, most of Alaska, and Hawai‘i. The system provides ...
(CL 2084/02)

Page 35-Paragraph 585, line 6; read:
Hawai‘ian Islands 2,000 miles away. The wave of May ...
(CL 2084/02)

Page 35-Paragraph 588, line 5; read:
The Pacific Tsunami Warning Center, Oahu, Hawai‘i, of ...
(CL 2084/02)

Page 39-Paragraph 665, line 8 through Paragraph 666, line 1; read:
against organizations which violate MARPOL.

Packaged Marine Pollutants
On October 1, 1993, new regulations under the ...
(CL 139/02; 40 CFR 140)

Page 40-Paragrtaph 668, line 10 through Paragraph 669, line 1; read:
substances, solid or liquid, N.O.S. (class 9).

Ocean Dumping
The Marine Protection Research and Sanctuaries ...
(CL 139/02; 40 CFR 140)

Page 45-Paragraph 1, read:
This chapter contains extracts from Code of Federal Regulations (CFR) that are of importance to mariners in the area covered by this Coast Pilot. Sections of little value to the mariner are sometimes omitted. Omitted sections are signified by the following [...]
Extracts from the following titles are contained in this chapter.
(NOS/03)

Page 497-Paragraph 21, line 2; read:
Oregon, Washington, and Hawai‘i.
(CL 2084/02)

Page 500-Paragraph 118, line 1; read:
Region IX (California, Hawai‘i, Guam): 215 ...
(CL 2084/02)

Page 502-Paragraph 180, line 3; read:
Rico; Southwest Alaska; Hawai‘i; and 300-400 NM off ...
(CL 2084/02)

Page 503-Paragraph 244, line 1; read:
Pacific Region (California, Hawai‘i, Alaska, Washington, ...
(CL 2084/02)

Page 503-Paragraph 268, read:
Honolulu, Hawai‘i: 300 Ala Moana Boulevard, 96850.
(CL 2084/02; CP7/02)

Page 196-Paragraph 3265, line 4; read:
year of the permit's expiration date.

(r) *Moratorium on charter vessel/headboat permits for Gulf coastal migratory pelagic fish and Gulf reef fish*. The provisions of this paragraph (r) are applicable through June 16, 2006. Notwithstanding the other provisions of this paragraph (r), the expiration dates of all charter vessel/headboat permits for Gulf reef fish or Gulf coastal migratory pelagic fish that were not issued under the provision of this paragraph (r) and that were valid or renewable as of December 17, 2002, will be extended through November 13, 2003, provided that a permit has not been issued under this paragraph (r) for the applicable vessel.

(1) *Applicability.* Beginning November 13, 2003, the only valid charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish are those that have been issued under the moratorium criteria in this paragraph (r). No applications for additional charter vessel/headboat permits for these fisheries will be accepted. Existing permits may be renewed, are subject to the transferability provisions in paragraph (r)(9) of this section, and are subject to the requirement for timely renewal in paragraph (r)(10) of this section.

(2) *Initial eligibility*. Initial eligibility for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish is limited to the following:

(i) An owner of a vessel that had a valid charter vessel/headboat permit for Gulf reef fish or coastal migratory pelagic fish on March 29, 2001, or held such a permit during the preceding year or whose application for such permit had been received by NMFS, by March 29, 2001, and was being processed or awaiting processing.

(ii) Any person who can provide NMFS with documentation verifying that, prior to March 29, 2001, he/she had a charter vessel or head/boat under construction and that the associated expenditures were at least $5,000 as of that date. If the vessel owner was constructing the vessel, the vessel owner must provide NMFS with receipts for the required expenditures. If the vessel was being constructed by someone other than the owner, the owner must provide NMFS with a copy of the contract and/or receipts for the required expenditures.

(iii) A historical captain, defined for the purposes of paragraph (r) of this section as a person who provides NMFS with documentation verifying that

(A) Prior to March 29, 2001, he/she was issued either a USCG Operator of Uninspected Passenger Vessel license (commonly referred to as a 6–pack license) or a USCG Masters license; operated, as a captain, a federally permitted charter vessel or headboat in the Gulf reef fish and /or coastal migratory pelagic fisheries; but does not have a fishery permit issued in their name; and

(B) At least 25 percent of his/her earned income was derived from charter vessel or headboat fishing in one of the years, 1997, 1998, 1999, or 2000.

(3) *Special conditions applicable to eligibility based on historical captain status.* A person whose eligibility is based on historical captain status will be issued a letter of eligibility by the RA. The letter of eligibility may be redeemed through the RA for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish, with a historical captain endorsement. The letter of eligibility is valid for the duration of the moratorium; is valid only for a vessel of the same or lesser authorized passenger capability as the vessel used to document earned income in paragraph (r)(2)(iii)(B) of this section; and is valid only for the fisheries certified on the application under paragraph (r)(2)(iii)(A) of this section. A charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish with a historical captain endorsement is valid only on a vessel that the historical captain operates as a captain.

(4) *Determination of eligibility based on permit history.* NMFS' permit records are the sole basis for determining eligibility based on permit or application history. An owner of a currently permitted vessel who believes he/she meets the permit or application history criterion based on ownership of a vessel under a different name, as may have occurred when ownership has changed from individual to corporate or vice versa, must document his/her continuity of ownership. An owner will not be issued initial charter vessel/headboat permits for Gulf coastal migratory pelagic fish or Gulf reef fish under the moratorium in excess of the number of federally permitted charter vessels and/or headboats that he/she owned simultaneously at some time during the period March 29, 2000 through March 29, 2001.

(5) *Application requirements and procedures*–(i) *General.* An applicant who desires a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish must submit an application for such permit to the RA postmarked or hand-delivered not later than September 15, 2003. Application forms are available from the RA. The information requested on the application form varies according to the eligibility criterion that the application is based upon as indicated in paragraphs (r)(5)(ii), (r)(5)(iii), and (r)(5)(iv) of this section; however, all applicants must provide a copy of

the applicable, valid USCG Operator of Uninspected Passenger Vessel license or Masters license and valid USCG Certificate of Inspection. Failure to apply in a timely manner will preclude permit issuance even when the applicant meets the eligibility criteria for such permit.

(ii) *Application based on the prior permit/application history criterion*. On or about June 16, 2003, the RA will mail an application for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish to each owner of a vessel who, according to NMFS' permit records, is eligible based on the permit or application history criterion in paragraph (r)(2)(i) of this section. Information requested on the application is consistent with the standard information required in paragraph (b)(3)(ii) of this section. The RA will also mail each such owner a notice that his/her existing charter vessel/headboat permit(s) for coastal migratory pelagic fish and/or Gulf reef fish will expire November 13, 2003, and that the new permit(s) required under this moratorium will be required as of that date. A vessel owner who believes he/she qualifies for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on permit or application history, but who does not receive an application from the RA, must request an application from the RA and provide documentation of eligibility. The RA will mail applications and notifications to vessel owner addresses as indicated in NMFS' permit records.

(iii) *Application based on a charter vessel/headboat under construction prior to March 29, 2001*. A person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on the vessel-under-construction eligibility criterion in paragraph (r)(2)(ii) of this section must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and the documentation of construction and associated costs as specified in paragraph (r)(2)(ii) of this section.

(iv) *Application based on historical captain status*. A person who intends to obtain a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish based on historical captain status must obtain an application from the RA. Information requested on the application includes the standard information required in paragraph (b)(3)(ii) of this section and documentation of the criteria specified in paragraphs (r)(2)(iii)(A) and (B) of this section. Such documentation includes income tax records pertinent to verifying earned income; a copy of the applicable USCG license and/or Certificate of Inspection; and a notarized affidavit signed by a vessel owner certifying the period the applicant served as captain of a charter vessel or headboat permitted for Gulf reef fish and/or coastal migratory pelagic fish whether the charter vessel or headboat was permitted for Gulf reef fish or coastal migratory pelagic fish or both, and whether the charter vessel or headboat was uninspected (i.e., 6–pack) or had a USCG Certificate of Inspection.

(v) *Incomplete applications.* If an application that is postmarked or hand-delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(6) *Issuance of initial permits*. If a complete application is submitted in a timely manner and the applicable eligibility requirements specified in paragraph (r)(2) of this section are met, the RA will issue a charter vessel/headboat permit for Gulf coastal migratory pelagic fish and/or Gulf reef fish or a letter of eligibility for such fisheries, as appropriate, and mail it to the applicant not later than November 3, 2003.

(7) *Notification of ineligibility.* If the applicant does not meet the applicable eligibility requirements of paragraph (r)(2) of this section, the RA will notify the applicant, in writing, of such determination and the reasons for it not later than October 14, 2003.

(8) *Appeal process*. (i) An applicant may request an appeal of the RA's determination regarding initial permit eligibility, as specified in paragraph (r)(2) of this section, by submitting a written request for reconsideration to the RA with copies of the appropriate records for establishing eligibility. Such request must be postmarked or hand-delivered within 45 days after the date of the RA's notification of ineligibility and may include a request for an oral hearing. If an oral hearing is granted, the RA will notify the applicant of the place and date of the hearing and will provide the applicant a maximum of 45 days prior to the hearing to provide information in support of the appeal.

(ii) A request for an appeal constitutes the appellant's authorization under section 402(b)(1)(F) of the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1801 et. Seq.) for the RA to make available to the appellate officer(s) such confidential records as are pertinent to the appeal.

(iii) The RA may independently review the appeal or may appoint one or more appellate officers to review the appeal and make independent recommendations to the RA. The RA will make the final determination regarding granting or denying the appeal.

(iv) The RA and appellate officer(s) are empowered only to deliberate whether the eligibility criteria in paragraph (r)(2) of this section were applied correctly. Hardship or other factors will not be considered in determining eligibility.

(v) The RA will notify the applicant of the decision regarding the appeal within 45 days after receipt of the request for appeal or within 45 days after the conclusion of the oral hearing, if applicable. The RA's decision will constitute the final administrative action by NMFS.

(FR 5/15/03)

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th) Edition. Change No. 04.

Coast Pilot 4 35th Ed 2003 Corrections

Page 38-Paragraph 656, line 4 through Paragraph 657, line 1; read:
in the Coast Pilot and Sailing Directions.

MARINE POLLUTION

Compliance with the Federal Water Pollution Control Act or Clean Water Act

The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones

Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution

The FWPCA also ...

(CL 139/02; 40 CFR 140)

Page 115-Paragraph 1542 through Paragraph 1543, read:
(d) [Suspended]
(e) [Suspended]

(FR 5/22/03)

Page 118-Paragraph 1593, lines 8-12; read:
of Canada by fax at 315-764-3235 or at 315-764-3200.

(FR 5/22/03)

Page 118-Paragraph 1594, line 4 through Paragraph 1599, read:
Captain of the Port (COTP).
(d) [Suspended]

(FR 5/22/03)

Page 119-Paragraph 1606 through Paragraph 1608, read:
(c) [Suspended]

(FR 5/22/03)

Page 497-Paragraph 11, line 1; read:
Seattle: Director, Marine Operations Center (Pacific), National ...

(CL 1200/03)

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th) Edition. Change No. 05.

Coast Pilot 4 35th Ed 2003 Corrections

Page 396-Paragraph 168, lines 7-9; read:
near the head of the southerly branch. In January 2003, the reported centerline controlling depth was 12 feet from St. Johns River to the mouth of the creek, thence in 1985, 10 feet at midchannel to near the head of the southerly branch.
(CL 1025/03; CL 1042/03; BP 180777)

Page 396-Paragraph 173, line 1; read:
Overhead power cables with a reported least clearance of 81 ...
(CL 1042/03; BP 180777)

Page 396-Paragraph 174, read:
An overhead power cable with a reported clearance of 85 feet crosses the river about 3.5 above the highway bridge at Palatka.
(CL 1042/03; BP 180777)

Page 396-Paragraph 177, line 1; read:
In October 2002, shoaling to 5.4 feet was ...
(CL 1025/03; BP 180777)

Page 396-Paragraph 179, read:
The eastern entrance at **Polly Creek** is just to the west of the mouth of Dunns Creek.
(CL 1042/03; BP 180777)

Page 397-Paragraph 180, line 3; read:
obstructed by a row of submerged pilings in Dunns Creek.
(CL 1042/03; BP 180777)

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th) Edition. Change No. 06.

Coast Pilot 4 35th Ed 2003 Corrections

Page 80 through Page 81: Delete.
(FR 7/1/03)

Page 82-Paragraph 706, line 7; read:
161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and ...
(FR 7/1/03)

Page 120-Paragraph 1621, line 4; read:
which the direction of traffic may be recommended.

Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.
(FR 7/1/03)

Page 120-Paragraph 1623 through Paragraph 1627, read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.
(FR 7/1/03)

Page 121-Paragraph 1661, line 1; read:
(b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03)

Page 121-Paragraph 1662 through Paragraph 1664, line 1; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) As soon as practicable a VTS User shall notify ...

(FR 7/1/03)

Page 124-Paragraph 1680, lines 2-6; read:
a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

(FR 7/1/03)

Page 124-Paragraph 1681, line 5 through Paragraph 1682, read:
are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(FR 7/1/03)

Page 124-Paragraph 1686 through Paragraph 1687, line 1; read:

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

§161.18 Reporting requirements.

(a) A Center may: (1) Direct a vessel to provide any of ...

(FR 7/1/03)

Page 124-Paragraph 1690, line 3; read:
Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...

(FR 7/1/03)

Page 124-Paragraph 1691, line 4; read:
designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated ...

(FR 7/1/03)

Page 124-Paragraph 1692, line 7 through Paragraph 1693, line 1; read:
VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time ...
(FR 7/1/03)

Page 124-Paragraph 1702 through Paragraph 1704, read:

(a) Upon point of entry into a VMRS area;

(b) At designated points as set forth in Subpart C; or

(c) When directed by the Center.
(FR 7/1/03)

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th) Edition. Change No. 07.

Coast Pilot 4 35th Ed 2003 Corrections

Page 122 through Page 123, read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

Center MMSI[1] Call Sign	Designated frequency (Channel designation)—purpose[2]	Monitoring area[3] [4]
Berwick Bay—003669950 Berwick Traffic	156.550 MHz (Ch. 11) ..	The waters south of 29º45'N., west of 91°10'W., north of 29º37'N., and east of 91°18'W.
Houston-Galveston— 003669954	.....	The navigable waters north of 29ºN., west of 94º20'W., south of 29º49'N., and east of 95º20'W.
Houston Traffic	156.550 MHz (Ch. 11) .. 156.250 MHz (Ch. 5A) —For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20º43.37'N., 95º01.27'W.)
Houston Traffic	156.600 MHz (Ch. 12) ..... 156.250 MHz (Ch. 5A) —For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20º43.37'N., 95º01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined *San Pedro Traffic*.....	156.700 MHz (Ch. 14) ..	*Vessel Movement Reporting System Area*: The navigable waters within a 25 nautical mile radius of Point Fermin Light (33º42.3'N., 118º17.6'W.)
Louisville: Not applicable *Louisville Traffic*	156.650 MHz (Ch. 13) ..	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River[5]— 0036699952		
New Orleans Traffic	156.700 MHz (Ch. 14) ..	The navigable waters of the Lower Mississippi River below 30º38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28º54.3'N., 89º25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
New Orleans Traffic	156.600 MHz (Ch. 12) ..	*New Orleans Sector*. The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29º56.4'N., 90º08.36'W. and on the south by a line drawn perpendicularly at 29º56.24'N., 89º59.86'W. (88 and 106 miles AHP).

New York —003669951 *New York Traffic*	156.550 MHz (Ch.11) ... —For Sailing Plans Only 156.600 MHz (Ch. 12) —For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40º25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40º41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40º43.7'N., longitude 74º01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
New York Traffic	156.700 MHz (Ch. 14) ..	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40º25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40º42.40'N. (Brooklyn Bridge) and 40º43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40º38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40º41.95'N. (Lehigh Valley Draw Bridge).
New York Traffic	156.600 MHz (Ch. 12) ..	The navigable waters of the Raritan Bay south to a line drawn at latitude 40º26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40º28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40º42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur[5]—003669955 *Sabine Traffic*	To be determined	The navigable waters south of 30º10'N., east of 94º20'W., west of 93º22'W. and, north of 29º10'N.
Prince William Sound—003669958 *Valdez Traffic*	156.650 MHz (Ch. 13) ..	The navigable waters south of 61º05'N., east of 147º20'W., north of 60ºN., and west of 146º30'W.; and, all navigable waters in Port Valdez.
Puget Sound[6] *Seattle Traffic*—003669957	156.700 MHz (Ch. 14) ..	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Seattle Traffic—003669957	156.250 MHz (Ch. 5A) ..	The waters of the Strait of Juan de Fuca east of 124º40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122º52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Tofino Traffic—003160012	156.725 MHz (Ch. 74) ..	The waters west of 124º40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48ºN., and east of 127ºW.
Victoria Traffic—003160010.....	156.550 MHz (Ch. 11) ..	The waters of the Strait of Georgia west of 122º52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.

San Francisco—003669956 *San Francisco Traffic* ..	156.700 MHz (Ch. 14) ..	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122º42.0'W. and north of 37º40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
San Francisco Traffic ...	156.600 MHz (Ch. 12) ..	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37º55.8'N., 122º34.6'W.) west of 122º42.0'W. and south of 37º40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River —003669953 *Soo Traffic*	156.600 MHz (Ch. 12) ..	The waters of the St. Marys River between 45º57'N. (De Tour Reef Light) and 46º38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46º04.16'N. and 46º01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

Notes:

[1]Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

[2]In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

[3]All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

[4]Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

[5]Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

[6]A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th) Edition. Change No. 08.

Coast Pilot 4 35th Ed 2003 Corrections

Page 126-Paragraph 1705 through Paragraph 1713, read:

(a) Upon point of entry into a VMRS area;

(b) At designated points as set forth in Subpart C; or

(c) When directed by the Center.

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(1) Notify the Center;

(2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and

(3) Make any other reports as directed by the Center.

(FR 7/1/03)

Page 126-Paragraph 1719, line 3; read:
VMRS area; and ...

(FR 7/1/03)

Page 126-Paragraph 1721 through Paragraph 1731, line 1; read:

Subpart C–Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

Note: All geographic coordinates contained in part ...

(FR 7/1/03)

Page 130-Paragraph 1765, line 3; read:
more gross tons (except as provided in paragraphs (c) and (d) of ...

(FR 7/1/03)

Page 131-Paragraph 1771, lines 1-2; read:

(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33, and 164.46 do not apply to warships or other vessels ...

(FR 7/1/03)

Page 131-Paragraph 1771, line 7; read:
regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled vessels of less than 1600 gross tonnage.

(FR 7/1/03)

Page 131-Paragraph 1772, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part (including §§164.38 and 164.39) does ...

(FR 7/1/03)

Page 131-Paragraph 1784, line 3; read:
.....**164.74**

International Electrotechnical Commission (IEC)

3, rue de Varemb, Geneva, Switzerland.

IEC 61993–2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001–12 .....**164.46**

(FR 7/1/03)

Page 131-Paragraph 1785, line 5; read:
1975 .....**164.13**

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998.....**164.46**

SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003 .....**164.46**

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments).....**164.46**

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002 .....**164.46**

(FR 7/1/03)

Page 131-Paragraph 1788, line 4; read:
Services and Ship-to-Ship Identification, 1992

.....**164.43**
ITU–R Recommendation M.1371–1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001
.....**164.46**
(FR 7/1/03)

Page 137-Paragraph 1961, line 3 through Paragraph 1962, line 2; read:
with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment –Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so ...

(FR 7/1/03)

Page 137-Paragraph 1980, line 2; read:
operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU–R Recommendation M.1371–1, and IEC 61993–2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. "Length" refers to "registered length" as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Nothwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Nothwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to Bridge radiotelephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term "effective operating condition" used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03)

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th) Edition. Change No. 09.

Coast Pilot 4 35th Ed 2003 Corrections

Page 1-Paragraph 2, line 4; read:
http://nauticalcharts.noaa.gov/. A subscription to the Local ...
(NOS/03)

Page 144-Paragraph 2123, insert after:

§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.

(a) *General.* The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones*. These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as emended by both the Magnuson Act of August 9, 1950 ("Magnuson Act"), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03)

Page 253-Paragraph 137, lines 4-6; read:
whales. In the fall, October through December, right whales migrate from New England waters to their calving grounds in the coastal waters of South Carolina, Georgia, and northeastern Florida (the species only known calving ground). This migration can bring them to within 25 miles of the coast. The calving season is generally December through ...

(CL 1381/03)

Page 255-Paragraph 150, line 7; read:
CFR 224.103(c), chapter 2 for limits, regulations and exceptions).

(50 CFR 224)

Page 274-Insert after Paragraph 18:
Northern Right Whales

Endangered northern right whales may occur within 25 miles of the Virginia and North Carolina coasts (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03)

Page 297-Insert after Paragraph 7:
Northern Right Whales

Endangered northern right whales may occur within 25 miles of the North Carolina coast, and may occur in the approaches of the deepwater ports of Wilmington and Morehead City (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03)

Page 319-Insert after Paragraph 9:
Northern Right Whales

Endangered northern right whales may occur within 25 miles of the North Carolina and South Carolina coasts (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03)

Page 322-Insert after Paragraph 40:
Northern Right Whales

Endangered northern right whales may occur within 25 miles of the South Carolina coast in the approaches to Georgetown (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03)

Page 335-Insert after Paragraph 156:
Northern Right Whales

Endangered northern right whales may occur within 25 miles of the South Carolina coast in the approaches to Charleston Harbor (peak season: December through April). (See **northern right whales**, indexed as such in chapter 3).

(CL 1381/03)

Page 343-Paragraph 22; read:
Northern Right Whales

Northern right whales have been sighted within 25 miles from the coast as far north as Winyah Bay (the deepwater port of Georgetown), Charleston Harbor, and the Savannah River in the calving season, generally December through March. In February, March, and April, right whales accompanied by calves, migrate northward to their summer feeding grounds off New England. This can take them to within 25 miles of the coastline.

(CL 1381/03)

Page 359-Paragraph 10, line 3; read:
coast out 15 nautical miles (see **50 CFR 226.203(c)**, ...

(50 CFR 226)

Page 359-Paragraph 10, lines 5-8; read:
as Winyah Bay (the deepwater port of Georgetown), Charleston Harbor and Savannah River in the calving season generally December through March. In March and April, right whales accompanied by calves migrate northward from the critical habitat, often within 25 miles of the coast to ...

(CL 1381/03)

Page 359-Paragraph 10, line 12; read:
whale. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, ...

(50 CFR 224)

Page 368-Paragraph 123, lines 3-6; read:
right whales (See **50 CFR 226.203(c)**, chapter 2.) The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c**), ...

(50 CFR 224; 50 CFR 226)

Page 374-Paragraph 196, lines 4-7; read:
CFR 226.203(c), chapter 2. The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c**), chapter 2 for limits, regulations, ...

(50 CFR 224; 50 CFR 226)

Page 381-Paragraph 5, lines 3-6; read:

northern right whales (see **CFR 226.203(c)**, chapter 2). The area is a calving ground from, generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c**), ...
(50 CFR 224; 50 CFR 226)

Page 404-Paragraph 9 through Paragraph 33: Delete.
(NOS/03)

Page 409-Paragraph 91, lines 3-6; read:
(See **50 CFR 226.203(c)**, chapter 2). The area is a calving ground from, generally, December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, ...
(50 CFR 224; 50 CFR 226)

Page 470-Paragraph 275, lines 4-5; read:
Basin. In February 2003, the channel had a midchannel controlling depth of 4.5 feet. There are ...
(BPs 181043-44; CL 1240/03)

Publication–National Ocean Service–U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2003 (35th) Edition. Change No. 11.

Coast Pilot 4 35th 2003 Corrections

Page 97-Paragraph 1104, read:
(hh) (Suspended)
(FR 7/16/03)

Page 97-Paragraph 1112, insert after:
(uu) The Brooks Memorial (S.E. 17th Street) bridge, mile 1065.9 at Fort Lauderdale, shall open on signal; except that from 7 a.m. to 7 p.m. the draws need open only on the hour and half-hour.
(FR 7/16/03)

Page 415-Paragraph 179, lines 4-7; read:
to a marina where gasoline, diesel fuel, ice, water, a pump-out station, berthing with electricity and some marine supplies are available; a 10-ton folklift is also available for hull, engine and electronic repairs. In December 2001, the reported approach depth was 5.5 feet. Another marina in the ...
(CL 814/02)

Page 469-Paragraph 269, lines 2-4; read:
with a clearance of 65 feet crosses the waterway. State Route 100 ...
(CL 1316/03)

Page 476-Paragraph 374: Delete.
(CL 814/02)

Page 476-Paragraph 375, lines 12-13; read:
foot of the bridge. Electricity, gasoline, diesel fuel, water, ice, a pump-out station, launching ramp and marine supplies are available; hull, engine and electronic repairs can be made. In December 2001, the reported approach depth was 7 feet.
(CL 814/02)

Page 480-Paragraph 424, line 5; read:
electricity, water, ice, supplies, wet storage and a launching ramp are available; engine and electronic repairs can be made.
(CL 997/03)

Coast Pilot 5 30th Ed 2003 Corrections

Page 221-Paragraph 339, lines 7-14; read:
channel is marked by lights and daybeacons. In March 2003, the controlling depth was 10 feet from the channel entrance to Light 7. Above Light 7, the controlling depths were 8 feet to the highway bridge, thence 6.2 feet (7.1 feet at midchannel) to the Intracoastal Waterway, thence 8 feet in the remainder of the channel, thence 7.1 to 8 feet ...
(CL 1221/03; BPs 181010-18)

Page 228-Paragraph 17, lines 3-4; read:
Bay, is about 1.6 miles long. **Egmont Key Light** (27°36'03"N., 82°45'38"W.), 85 feet above the water, is shown from a white ...
(28/03 CG7; LL/03)

Page 240-Paragraph 261, line 2; read:
Egmont Key Light (27°36'03"N., 82°45'38"W.), is a beach community ...
(28/03 CG7; LL/03)

Page 240-Paragraph 265, read:
In January 2003, depths of 9 feet were reported to marinas on the island channel between Long Key and **Vina del Mar**. Berths, gasoline, diesel fuel, wet and dry storage, water, ice, marine supplies and lifts that can handle craft up to 9 tons are available. Hull, engine and radio repairs can be made.
(CL 723/03)

Page 242-Paragraph 305, lines 7-8; read:
gasoline, berths, water, ice, wet and dry storage, marine supplies and a 4-ton lift are available. Hull, engine and electronic repairs can be made.
(CL 1018/03)

Page 246-Paragraph 358, lines 10-11; read:
marginal county wharf. In June 2003, the controlling depth was 4.4 feet (5.0 feet at midchannel) with 3.3 to 4.0 feet in the basin.
(CL 1347/03; BPs 181252-58)

Page 248-Paragraph 33, lines 8-9; read:
range of **tide** is 2.5 feet. **Shell Point Light** (30°02'21"N., 84°17'41"W.), 17 feet above the water and shown from a pile ...
(30/03 CG8; LL/03)

Page 248-Paragraph 36, line 7; read:
(29°56'00"N., 84°18'00"W.), 17 feet above the water and shown ...
(02/03 CG8; LL/03)

Page 388-Paragraph 102, lines 3-7; read:
Causeway. A small-boat basin has gasoline, wet and dry storage, a launching ramp and marine supplies. Hull, engine and electronic repairs can be made. In May 2003, the reported approach depth was 4 feet.
(CL 1115/03)

Page 388-Paragraph 103, lines 3-4; read:
berths with electricity, wet and dry storage, water and ice are available. In January 2003, depths of 5 feet were reported in the approach channel with 8 feet ...
(CL 722/03)

Page 388-Paragraph 105, lines 4-13; read:
vertical clearances of 20 feet cross the creek. A marina at the head of the creek has a 60-ton lift that can handle craft for hull, engine, and electronic repairs and wet and dry storage. Gasoline, diesel fuel, water, ice and marine supplies are available. Two overhead power cables with a minimum clearance of 27 feet cross the southwesternmost marina slip. In January 2003, depths of 8 feet were reported in the approach channel.
(CL 722/03)

Page 388-Paragraph 106, lines 6-10; read:
supplies, wet and dry storage, launching ramp, pump-out station, and open and covered berths with electricity for more than 300 boats are available. A 55-ton mobile hoist can handle craft to 60 feet and a forklift can handle craft to 25 feet for complete repairs. In January 2003, the reported controlling depth in the lagoons was about 6 feet in the privately marked channel.
(CL 722/03; CL 1018/03)

Page 389-Paragraph 114, read:
A marina, on the W side of the entrance to Clam Bayou, has a 10-ton mobile hoist that can handle craft up to 40 feet. Gasoline, a pump-out station, ice and dry storage are available.
(CL 1018/03)

Page 411-Paragraph 167, lines 3-4; read:
of Puerto Arecibo. In May 2003, depths of 22.5 feet were available in the entrance channel and 9.2 to 14.0 feet in the basin off ...
(CL 1212/03; BPs 180984-85)

Publication–National Ocean Service–U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 46.

Coast Pilot 5 30th Ed 2003 Corrections

Page 389-Paragraph 116, lines 5-12; read:
W of the creek. The channels are privately marked. In 2002, the channel leading N had a reported depth of 8 feet and the channel leading W had a reported depth of 12 feet. Water, ice, wet storage, and open or covered berths with electricity are available for over 300 boats to 48-feet at the two marinas. A 60-ton marine hoist at the marina at the creek entrance can handle craft to 80 feet for hull, engine and electronic repairs.
(CL 590/03)

Page 389-Paragraph 122, line 7; read:
bridge are close N of the highway bridge. A marina, south of the bridge and on the E side, has gasoline, water, ice, pump-out station, wet and dry storage, and marine supplies available. Engine repairs can be made. A marina north of the bridge and on the W side has gasoline, water, ice, marine supplies, a 6-ton lift and dry storage available.
(CL 721/03; CL 1018/03)

Page 389-Paragraph 125, lines 10-11; read:
about 5 feet in January 2003, leads to the municipal marina at Madeira Beach. Gasoline, diesel fuel, pump-out station, water, ice, marine supplies, dry storage, a ...
(CL 721/03)

Page 389-Paragraph 128, lines 1-2; read:
Berths, electricity, gasoline, diesel fuel, water, ice, wet and dry storage, pump-out station, lifts to 30-tons, and hull, engine and radio repairs are available at several marinas along The Narrows ...
(CL 591/99; CL 1018/03; NOS 11411)

Page 390-Paragraph 140, lines 5-7; read:
water, ice, pump-out station, launching ramp, wet and dry storage and marine supplies are available; hull, engine are electronic repairs can be made. At Clearwater just E of **Mile 136.6**, a 60-ton mobile hoist can handle craft up to 70 feet.
(CL 591/99; CL 1018/03)

Page 390-Paragraph 148, lines 4-6; read:
ramp, pump-out station and water are available. A motel is on the N mole, and a boat club is on the S mole. In May 2003, the reported approach and alongside depth was 4 feet. The entrance ...
(CL 1018/03)

Page 390-Paragraph 150, lines 3-5; read:
ice, wet and dry storage, and engine repairs are available. In May 2003, 4 feet was reported in the approach channel; thence in 1982, 2½ ...
(CL 1018/03)

Page 390-Paragraph 153, lines 5-12; read:
The channel is marked by private daybeacons. There are several marinas in the basins, which in 2000 had a reported depth of 3 feet. There are forklifts and a 10-ton mobile hoist. Hull, engine, and electronic repairs can be made. Gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, launching ramps and covered berths with electricity are available.
(CL 676/00; CL 760/00; NOS 11411)

Publication–National Ocean Service–U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 47.

Coast Pilot 5 30th Ed 2003 Corrections

Page 239-Paragraph 239, line 1; read:
A draft of 22 feet can be taken to the Port of St. Petersburg ...
(CL 1370/03)

Page 239-Paragraph 244, line 5; read:
reported 24-feet alongside and a deck height of 8 feet. Fresh water, ...
(CL 1370/03)

Page 239-Paragraph 244, lines 8-9; read:
general cargo, mega-yachts and mooring of cruise vessels. Cargo is handled by rented mobile cranes of ships' gear. The port monitors VHF-FM channel 16 and works on VHF-FM channel 74; telephone, 727-893-7053; fax, 727-893-7428. **St. Petersburg Coast Guard Station** ...
(CL 1370/03)

Page 267-Paragraph 54, lines 3-5; read:
entrance is marked by lights and daybeacons. In February 2003, the controlling depth was 7.2 feet from the entrance in Mobile Bay to the head of the project, about 1 mile above the mouth with 5.8 feet on the right edge in the last 400 feet of the project.
(CL 1269/03; BPs 180767-68)

Page 268-Paragraph 67, lines 3-5; read:
Channel to a turning basin in the W part of Garrows Bend. In April 2003, the controlling depth was 15.7 feet (18.9 feet at midchannel) with 14.5 to 18.5 feet in the turning.
(CL 1268/03; BPs 180769-70)

Page 429-Paragraph 570, line 8; read:
2001, a controlling depth of 33 feet was reported ...
(BP 180044)

Page 429-Paragraph 570, lines 13-14; read:
Terminal wharf off Punta Pepillo. In 2001, the channel had a reported controlling depth of 33 feet.
(BP 180044)

Publication–National Ocean Service–U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 48.

Coast Pilot 5 30th Ed 2003 Corrections

Page 239-Paragraph 238, lines 4-10; read:
and **Bayboro Harbor**. In June 2003, the controlling depth was 19.1 feet (20.9 feet at midchannel) in the two dredged channels leading N to the entrance, thence 20.7 feet (21.2 feet at midchannel) in the entrance channel to the turning basin at the Port of St. Petersburg with 24 feet in the basin except for lesser depths along the E edge, thence 15 feet to the basin at Bayboro Harbor with 10 to 12 feet available in the basin except for lesser depths along the S and W edges.
(DDs 4350-54; DDs 4357-63; DD 4366)

Page 273-Paragraph 163, lines 6-8; read:
channel to the mouth of the bayou, thence in February-March 2003, 15.1 feet (17.5 feet at midchannel) to the turning basin, thence 18.0 feet in the turning basin, thence 11.1 feet (14.0 feet at ...
(CL 1267/03)

Page 321-Paragraph 124, lines 4-7; read:
several lighted and unlighted buoys. In February 2003, the controlling depth through the pass was 12 feet.
(DDs 3884-86; NOS 11357)

Page 321-Paragraph 125, line 6; read:
Corps of Engineers. In 2002-February 2003, the controlling depth ...
(DDs 3880-84)

Page 325-Paragraph 202, lines 3-4; read:
side of the river about 4 miles above the mouth. In May 2003, the controlling depth was 10 feet (11 feet at midchannel).
(DDs 4296-97)

Page 325-Paragraph 203, lines 2-3; read:
and become part of the Intracoastal Waterway. In May 2003, the controlling depth was 10 feet from the cutoff ...
(DDs 4293-95)

Page 396-Paragraph 267, lines 7-8; read:
miles SW of Gibson; thence in May 2003, the controlling depth was 15 feet from the turning basin to the W junction of the ...
(DDs 4291-92)

Page 404-Paragraph 413, lines 5-6; read:
January-June 2003, the channel had a controlling depth of 1.3 feet (2.0 feet at midchannel). The Gulf entrance to the flood discharge ...
(CL 1302/03; CO 030/00)

Page 404-Paragraph 414, lines 3-4; read:
Terminal. In 2000-May 2003, the controlling ...
(CL 1302/03; CO 030/00)

Page 420-Paragraph 370, line 1; read:
Caballo Blanco, a low grassy islet marked by a light, is 1.7 miles NW of ...
(31/03 CG7; LL/03)